


ALLAN LINE.



ILLUSTRATED

TOURISTS' GUIDE

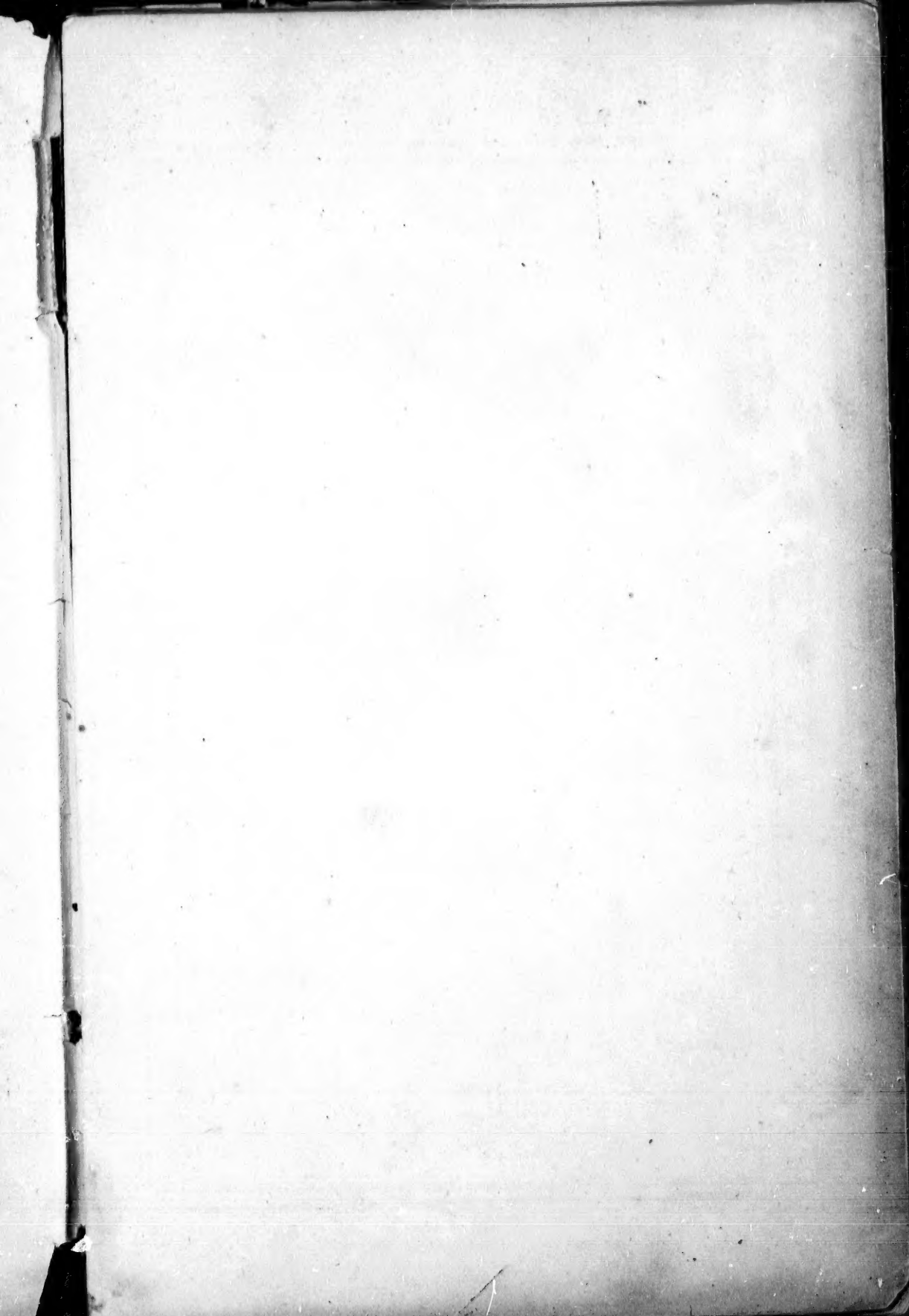
TO

CANADA

AND THE

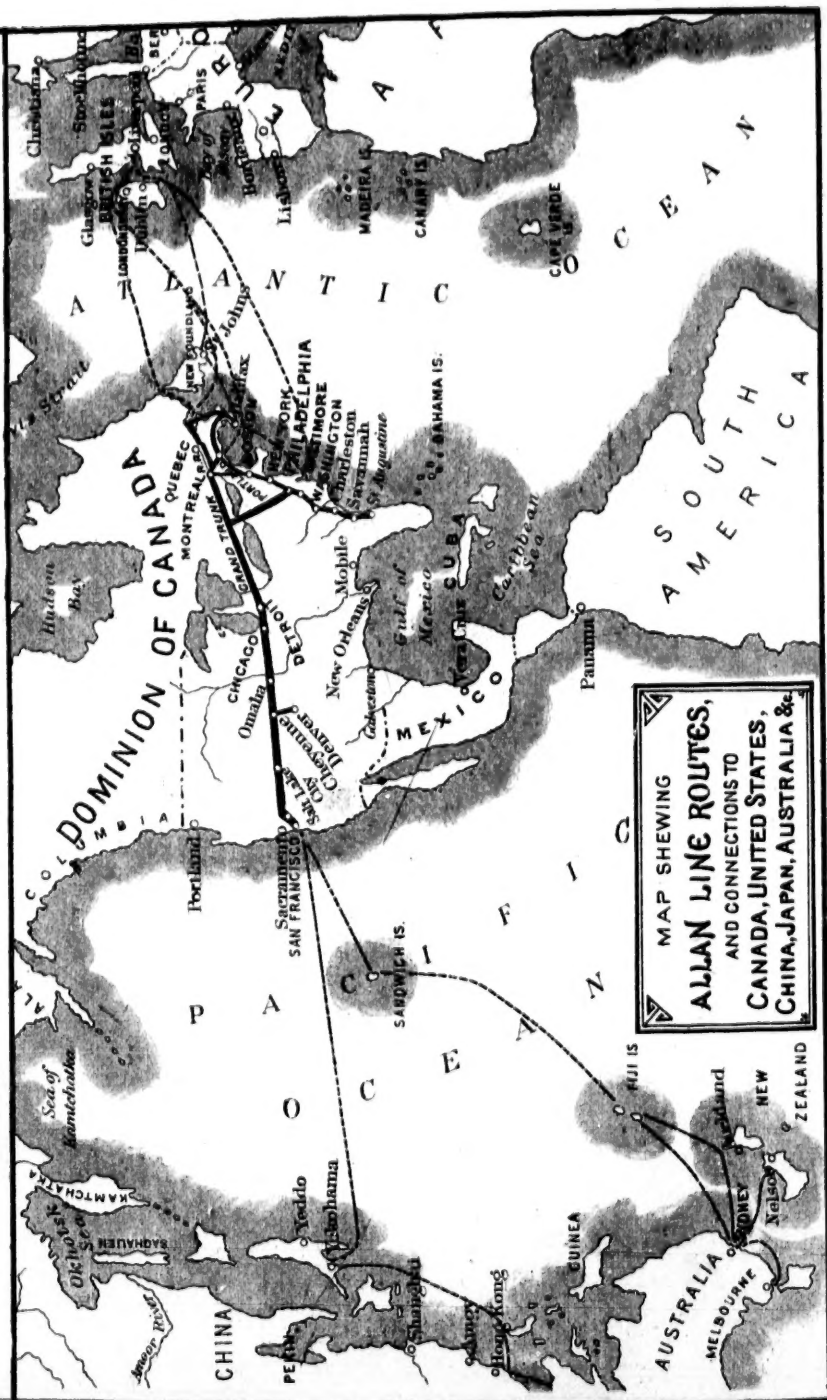
UNITED STATES.

**TURNER & DUNNETT,
PRINTERS AND LITHOGRAPHERS,
LIVERPOOL.**



THROUGH LINE TO SAN FRANCISCO, JAPAN, CHINA, AND AUSTRALIA.

Passengers via QUEBEC save 300 Miles Ocean Passage on the Atlantic, and have Three Days' Smooth Water in the Gulf.



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ALLAN LINE

OF

ROYAL MAIL STEAMERS.

CHIEF OFFICE:
19, JAMES STREET, LIVERPOOL.

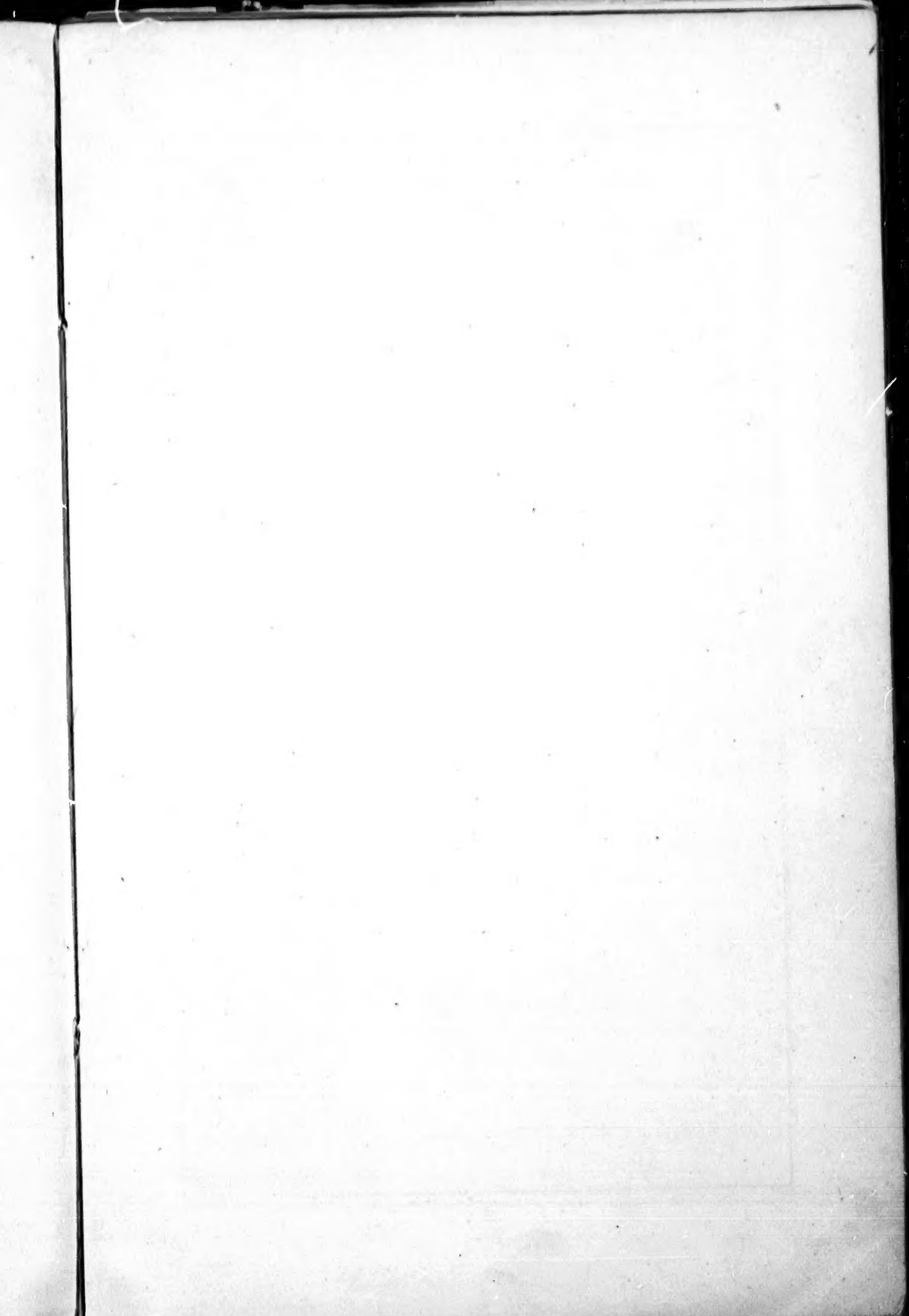
THE extensive line of Ocean Steamers known by the name of the Allan Line is one of the most successful and best known of any in the commercial world. It has developed itself from a small beginning into a fleet of forty-one of the finest and most improved class of steamers and clippers on the ocean. The Canadian portion of British North American territory, or, as it is now called, the Dominion of Canada, so early as 1852, animated by that spirit of enterprise which, once awakened, has never since slumbered, became satisfied that the circumstances in which the colonists were placed, and their growing requirements, were such as to justify the effort to secure a communication of their own with the mother country by means of an independent line of steamers. Accordingly, the Canadian Government, recognising this ardent desire of the people of Canada, entered into a contract with the Messrs. Allan for the running of a Line of Mail Steam-ships suited to the requirements of the passenger and cargo traffic between Liverpool and Canada. With perfect propriety it may be here stated that the gentlemen named above were pre-eminently qualified for the organisation and carrying out of such an important undertaking, being possessed of sufficient capital, and having an extensive knowledge of the Canadian trade, in which, as merchants and shipowners, they had been long previously engaged, and the Allan Line of Steamers has been mainly

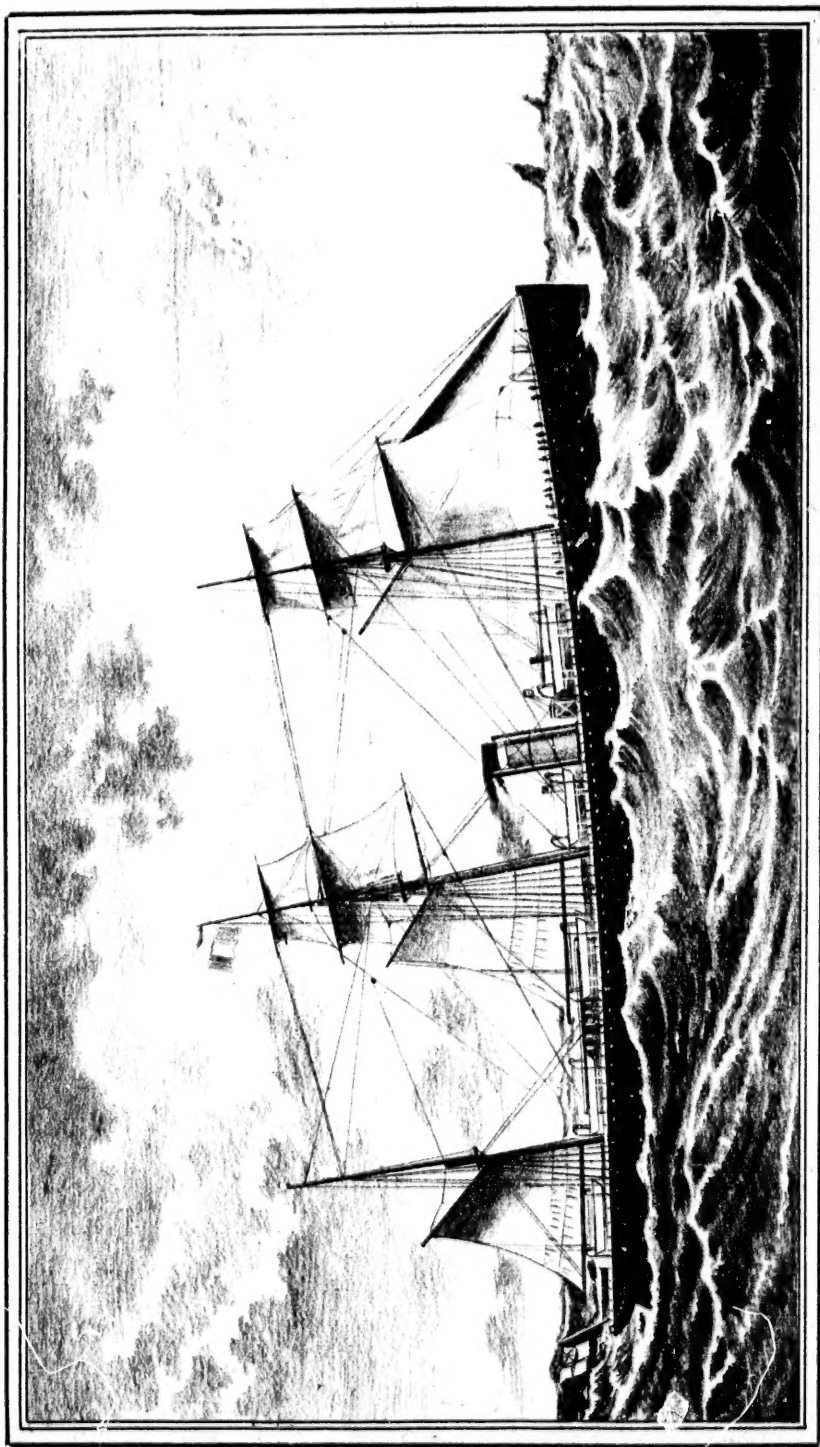
instrumental in opening up one of the most beautiful and most fertile of our British territories.

The Messrs. Allan despatch a Steamer from Liverpool for Quebec and Montreal every Thursday, calling at Londonderry on Friday to embark passengers and mails; and a Steamer for St. John's (Newfoundland), Halifax, and Baltimore every alternate Tuesday, calling on the next day at Queenstown. As regards the first of these, the route taken is the most eligible for Canada and the Western States, as it combines the advantages of the shortest sea passage with speedy inland conveyance; and with regard to the latter, it may be claimed that Baltimore is the most direct route to the Southern and Central States, while Halifax is the Mail route for Nova Scotia, New Brunswick, Prince Edward's Island, and Bermuda. The Weekly Service between Liverpool and Quebec was commenced in 1859, but for two seasons previously there had been a Fortnightly Service between the two Ports, and that arrangement would have begun in the year 1854 but for the outbreak of the Russian war. That conflict naturally interfered very greatly with our commerce with other countries; Canada in particular suffered from it, as the whole of the Allan vessels were chartered by the English and French Governments for the transport of troops and the conveyance of stores and implements of warfare. From 1859, however, on the termination of the war, trade revived, and a Weekly Mail Service between Liverpool and Canada has been conducted by the Messrs. Allan ever since.

The Allan Line have also Weekly Steamers between Glasgow, Quebec, and Montreal in summer; while, in winter, the same Steamers are employed between Glasgow, Liverpool, and the River Plate.

As before stated, the St. Lawrence route to Quebec is the shortest in mileage from port to port, even by the route *via* Cape Race; and during the Summer months, when the Steamers take the route by the Straits of Belle Isle, the distance is still further shortened by about twenty hours. It is, moreover, considered to be the safer way, in consequence of there being much less traffic along that route. Another





ALLAN LINE R.M.S. "POLYNESIAN" AND "SARDINIAN."

and a very important advantage of the route by Belle Isle is, that it is in reality only five and a half days' journey from the north of Ireland, where the Allan boats call. The remainder of the passage is in comparatively smooth water, the advantage being more especially apparent on the Homeward journey, when during the first few days passengers have time to become accustomed to the peculiarities of life on board ship before they get out into the billowy waters of the Atlantic. The route is daily growing in favour with passengers bound to and from the Western States; for in addition to the facilities of water conveyance afforded by the fine chain of lakes, upon which steamers ply day and night with the utmost regularity, the Grand Trunk and the other Railways of Canada have Through connections with all places in the West, including San Francisco, Australia, China, and Japan.

The superiority of the St. Lawrence route for the rapid transit of mails and passengers has been the more conspicuous since 1876, when arrangements were completed to land and embark mails at Rimouski, 160 miles below Quebec. There is direct rail communication between Rimouski and Quebec.

The first vessels built by Messrs. Allan for the Canadian service were of 1500 tons gross measurement; but as the trade increased, steamers of larger size and capable of greater speed were added. The fleet consists entirely of screw steamers, all of which were built by eminent and most experienced shipbuilding firms on the Clyde, and are fitted with all approved modern appliances. The Allan vessels from the outset were favourites in the passenger trade, and have well maintained their reputation to the present day.

The *Sardinian* may be taken as the representative of the Allan Steamers now running. Like several of the other Steamers belonging to the Line, she was built and had her engines constructed by Messrs. Robert Steele and Co., of Greenock, a firm whose fame as shipbuilders and engineers is unsurpassed even among the world-renowned shipbuilders and marine engineers of the Clyde. She measures 400 feet in length between perpendiculars, is 42 feet 3 inches in width of beam,

and is 35 feet 8 inches in moulded depth. Her register is 2577 tons measurement, with a gross tonnage of 4376 tons. She is impelled by a pair of inverted direct-acting compound high and low pressure engines. These engines are supplied with all the most recent improvements for combining power with economy of fuel, and securing smooth and equable working. They are furnished with superheating and surface-condensing apparatus of the most improved construction, and everything which experience could dictate, or science suggest, to ensure efficiency of working has been sedulously applied without stint or regard to first cost. Her high-pressure cylinder measures 60 inches and her low-pressure cylinder 104 inches in diameter, and the pistons have 4 feet 6 inches of a stroke. The steam for working these immense and powerful engines is generated in 10 oblong boilers of enormous strength, which are heated by twenty furnaces fired athwart ship. When working at full speed the engines make about sixty revolutions, and at that number of revolutions the ship has a regulated and sustained speed of fourteen knots per hour, the indicated horse-power being calculated at 2800.

The *Sardinian* was built under special survey, to take the highest classification for iron Steam-ships. She is divided into seven watertight compartments by six watertight iron bulkheads. Her awning and spar decks are both iron from stem to stern, and from side to side of the ship, and firmly riveted to every deck-beam; her main deck, also, is of iron, from the after hold to the main hold, and from side to side of the ship, except that portion which is occupied by the engine space. In addition to these precautions for ensuring extra strength to the hull of the ship, heavy iron stanchions have been introduced on every deck, and at every beam where they could be introduced with advantage. To those who are acquainted with the details of shipbuilding, the preceding remarks will be sufficient to convey the idea that the *Sardinian* is, in every respect, a most substantial specimen of marine architecture; to those who are less familiar with the technical arrangements of the art, it may suffice to say that all the advantages to be derived from

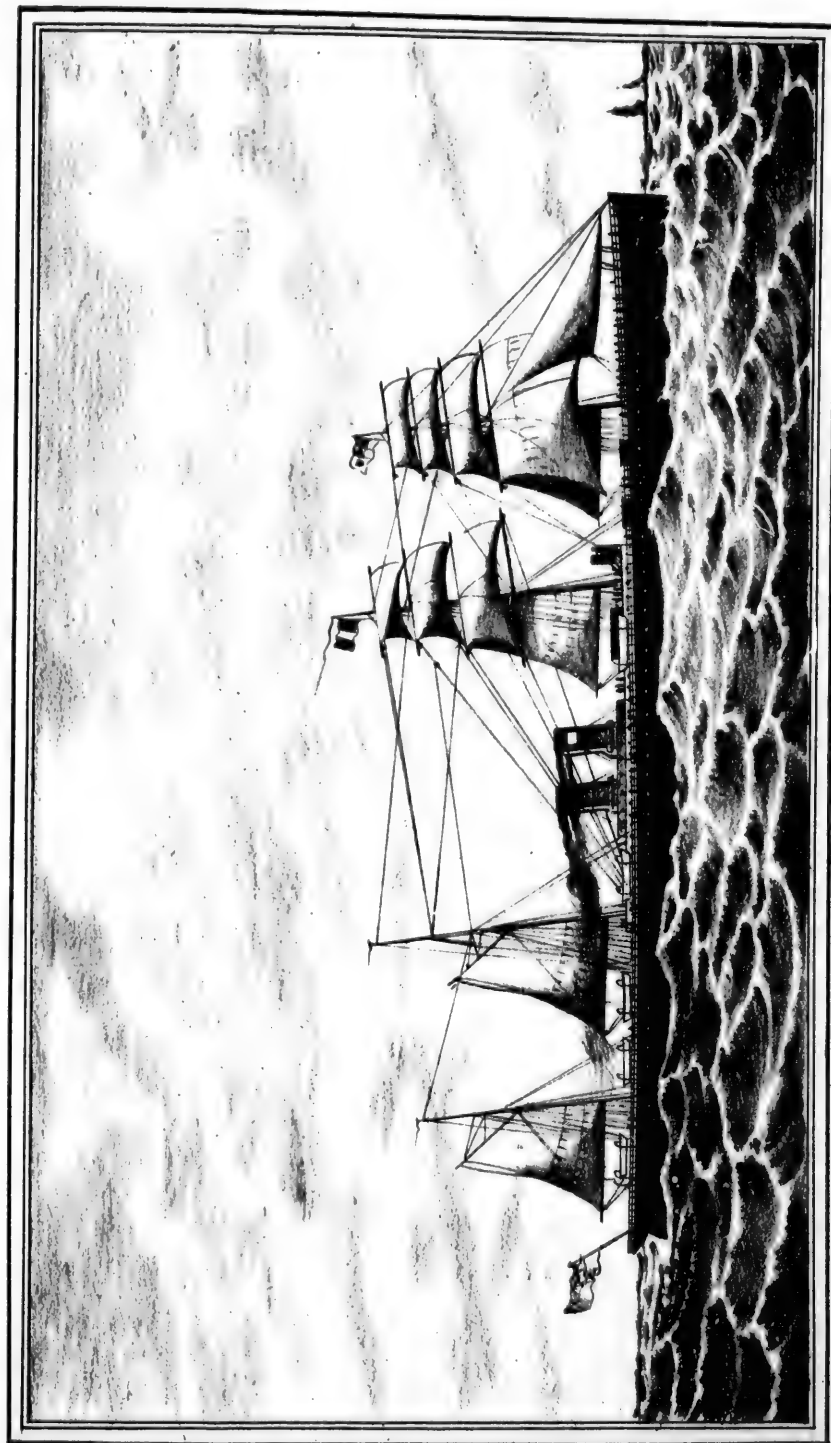
experience, scientific skill, careful surveillance, and a liberal expenditure, have been sedulously applied in the construction of this noble vessel, to render her in all respects a safe, strong, and comfortable sea-going craft, worthy of the name and reputation of the firm for which she was built.

While thus carefully and thoughtfully providing for the general strength of the structure, and the proportionately important power by which the ship has to be impelled, other and subsidiary, although in the aggregate scarcely less important, means for guiding, regulating, and assisting her in her voyaging, in aiding her into and out of dock, and in the important operations of loading and unloading cargo, together with those numerous appliances for securing comfort to all on board, are provided for on the most liberal scale.

The *Sardinian* carries ten large boats, all of which are of the best life-boat construction, and as regards her passenger accommodation, she has provision for 180 saloon, 60 intermediate, and 1000 steerage. The cabin passengers of the *Sardinian* are carried in the saloon and the state-rooms immediately connected with it. The saloon is in every respect a gorgeous palatial apartment. It is 80 feet in length by 41 feet in breadth, and is lofty in the ceiling. It is situated on the awning deck, copiously lighted by a lantern cupola in the centre of the ceiling; this is augmented by an abundance of side-lights, the combination producing an amount of effulgence which, united to the gorgeous furnishings, produces an effect at once gratifying and dazzling. The ceiling is delicately panelled in French white, enriched with gold mouldings. The wainscoting of the saloon is richly panelled in highly-polished walnutwood, relieved by a delicate stringing of bright rosewood, the panel framing, rails, and mounters being of polished teakwood. This is surmounted by a rich gold carved cornice, the interspace between the panels being filled by handsome fluted columns of ebony, with rich gold capitals. The seats are upholstered in very rich crimson velvet. As in the other steamers belonging to this line, the *Sardinian* is furnished with

a hot-plate table, from which the passengers are supplied with viands served *à la Russe*. This style of service has been found to give great satisfaction, as by it passengers are saved all trouble and inconvenience as to carving for themselves or fellow-passengers. The saloon, it should be stated, is furnished with a high-class pianoforte, and a well-selected library of books for the use of the passengers. In short, everything which can conduce to comfort—indeed, luxurious enjoyment—has been abundantly provided, and, as a whole, the saloon, with its rich furniture and graceful surroundings, presents a *coup d'œil* of rare beauty and magnificence. In connection with the saloon there is also on deck above some additional accommodation for the saloon passengers, consisting of an exquisitely-furnished ladies' sitting-room or boudoir, and a charming snuggerly fitted up as a smoke-room. These two special apartments cannot fail to serve as a help to beguile the tedium of even the most satisfactory sea voyage. The dormitories or state-rooms are on the main and upper passenger decks. They are roomy, capacious, and well lighted, as well as fully supplied with ventilation. They are elegantly furnished with bed and toilette appliances, and every means has been adopted to secure comfort and safety to all the inmates. The staterooms are fitted in this vessel, as in the others of the fleet, with electric bells, and in each berth there is a pair of life-saving pillows, specially adapted for fastening to the person in case of emergency.

The intermediate passenger berths are placed on the upper passenger deck, the steerage being located on the upper and second passenger decks; and both classes are supplied with cooked victuals of the best quality. The sanitary arrangements all through the ship are of the most perfect kind. A distinguishing feature as to carrying steerage passengers by the ships of this line is that the Company provides the use of a suitable and ample outfit for the voyage, whereby passengers may be saved the trouble, inconvenience, and loss consequent on having to supply their own outfit previous to embarking. The outfit consists of patent life-preserving pillows, mattress, pannikin to hold a pint and



ALLAN LINE R.M.S. "PARISIAN,"

TONNAGE 5500, LENGTH 440 FT., BREADTH 46 FT., DEPTH 36 FT.

a-half, plate, knife, nickel-plated fork, and nickel-plated spoon, and the charge for the use of these articles for the voyage is only a very few shillings.

The *Polynesian* is a sister ship to the *Sardinian*, and has just (February, 1880) been thoroughly overhauled in every department, and in great measure refitted.

The influence of the "Allan Line" upon the prosperity of British North America is well recognised. Its benefits, bestowed by excellent management, are warmly acknowledged by all classes of the Canadian population, who agree in holding that, were it not for these magnificent Steamers which run weekly to and fro between Liverpool and Quebec, at fares so low as to be within the reach of almost any working man, the immigration into the Dominion would be far behind what it is.

The "Allan" Company, it should be observed, were the first to adopt the plan of having flush or covered decks to their steamers—a system now all but universally adopted in Transatlantic vessels. For many years they saw the necessity for this "covered-in" arrangement in the case of ships that had to be driven at a very high speed in all kinds of weather; and having once taken the matter up, they persevered, notwithstanding the technical rules of the Board of Trade respecting the tonnage measurement for harbour and other dues. For a long time the Allan steamers were thus labouring under a very great disadvantage in the matter of expense, as compared with open-deck ships of only similar capacity; but eventually, when the attention of the Board of Trade was arrested by the circumstances connected with the loss of the *London* in the Bay of Biscay, that Department conceded the point in favour of the "covered-in" ships.

A carefully observed rule of the Company, that in case of fog, the speed must be reduced to dead slow—affords the best protection from a special danger of Atlantic travelling. And the fact that the steamers of the Allan Line are not insured will appeal to passengers as one of the best guarantees that every precaution is exercised in the management and navigation.

The latest addition to the fleet is the *Parisian*, contracted for in November, 1879, with Messrs. Napier, of Glasgow, the celebrated ship-builders and engineers. She is a large passenger steamer of 5500 tons, built of steel, made on the Siemens-Martin principle, the material used in the construction being subjected to the most rigid tests both by Lloyd's and by the owners' own surveyor. The *Parisian* is fitted throughout her entire length with a double bottom, divided into water-tight compartments. This mode of structure, besides adding greatly to the strength of the steamer, gives a special security in case of grounding or other mishap—injury to the bottom of such a vessel being harmless, as if by any mischance the outer bottom were injured, the inner one would support her: This steamer has also side-keels, to increase her stability at sea, and keep her free from much of the rolling motion which is so disagreeable to passengers on Atlantic voyages. Messrs. Allan have already running on their line a steamer built entirely of steel, and with the double-bottom arrangement. The vessel in question—the *Buenos Ayrean*—is the largest steam vessel that has yet been built of steel. The *Parisian* is 440 feet long, 46 feet broad, and 36 feet deep, and 5500 tons gross tonnage. Her engines are of great power, three-cylindred, and built to the designs of the Company's superintending engineer, Mr. William Wallace, of Liverpool. The saloon is placed amidships and fitted up in the most complete and sumptuous manner, and she has permanent accommodation for about 200 cabin passengers. She has also room for over 1000 steerage. Every appliance that can increase the safety or enhance the comfort of passengers will be found in the *Parisian*. She takes her place among the other well-known steam-ships of the Line in April, 1881.

The *Sarmatian*, a favourite steamer of the Line, was the vessel selected for conveyance of H.R.H. Princess Louise and the Marquis of Lorne to Canada, in November, 1878, on His Excellency assuming the post of Governor-General of Canada. The same steamer conveyed Her Royal Highness from Quebec to Liverpool in October,

1879, and again from Liverpool to Halifax on the 22nd January, 1880.

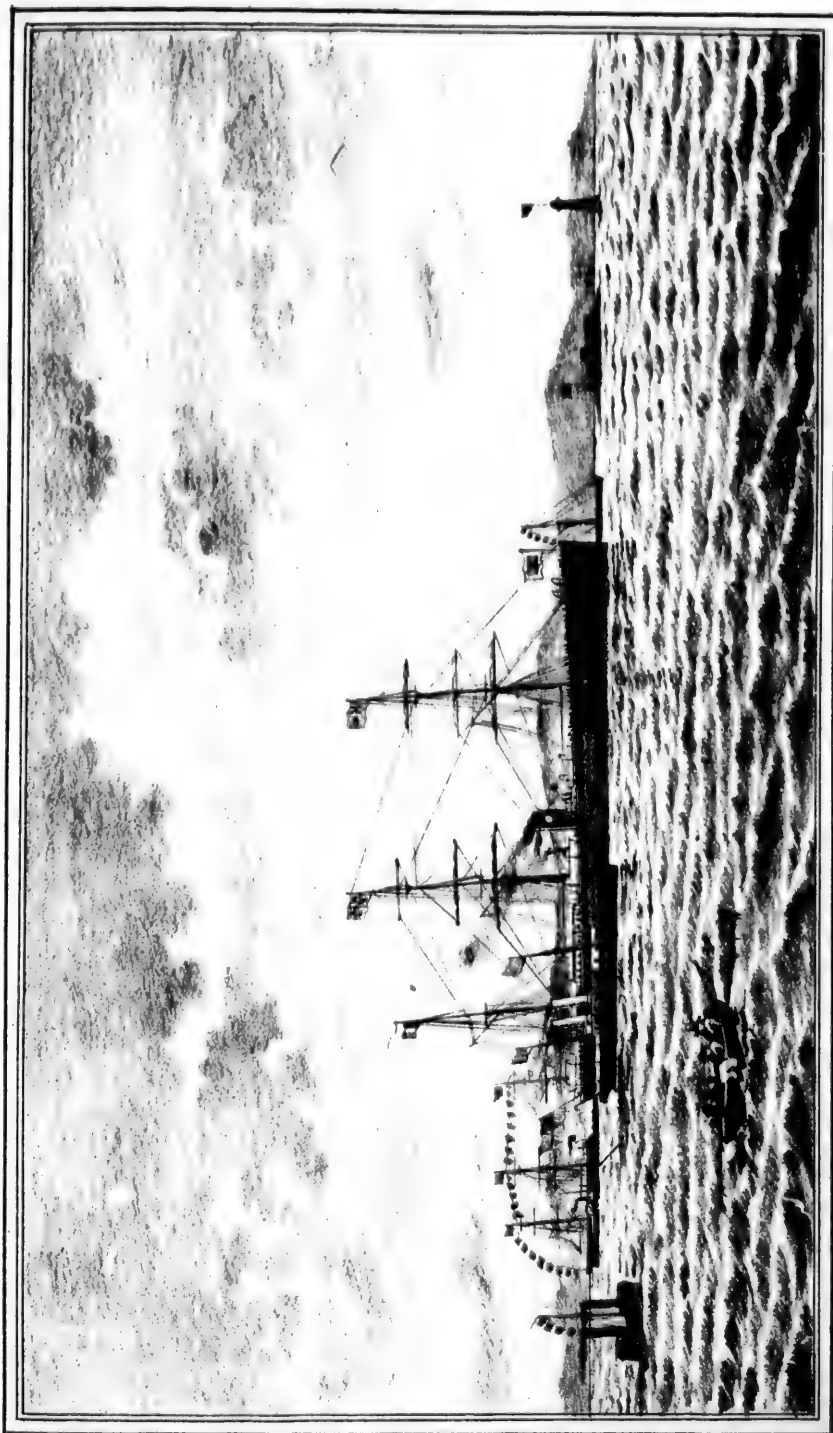
The Liverpool Press, of January 22nd, thus commented on the embarkation :—

“According to arrangement, her Royal Highness the Princess Louise (Marchioness of Lorne) arrived to-day in Liverpool, accompanied by the Prince of Wales and the Duke of Edinburgh, on her way to rejoin her husband, the Marquis of Lorne, in Canada. As it was known what time the special train bearing the royal party would reach Lime-street station, the public assembled in large numbers to welcome the illustrious visitors. Strictly private though the visit was desired to be by their Royal Highnesses, the local authorities necessarily had to make due preparation for the reception of the royal party. The public were excluded from the Lime-street station, except those privileged to be present by ticket. The spacious central platform in the new wing of the station was reserved for the approach of the royal train, and opposite where the party were to alight the floor was carpeted; and at either end of this space were rows of seats for the more privileged spectators. Punctually at 2-30 P.M. the special train entered the station. The Duke of Edinburgh was the first to alight, then came the Princess Louise and the Prince of Wales. The Mayor and Mayoress were introduced to the Royal Visitors, and a young lady, a member of the Mayor's family, had the honour of presenting the Marchioness of Lorne with a beautiful bouquet of flowers. Her Royal Highness looked exceedingly well, as did also her brothers, the Duke of Edinburgh, in his handsome uniform as an admiral of the Royal Navy, especially so. The suite of the Princess are the Hon. Mrs. Langham, Lady Pelly, Captain Chater, A.D.C., and Captain Collins. Colonel M'Neill, V.C., C.B., equerry-in-waiting to the Queen, is in attendance on the Princess by her Majesty's commands. Of the two carriages—the Mayor's state carriage and the open landau—placed at her disposal, the Princess chose the latter, and, entering this, the royal party at once drove off to the stage, amid the cheers of the many thousands of spectators who had assembled along the line of route. Fine

weather favoured the public assembled to greet the visitors, and as the royal party drove along plainly visible to the spectators, the cheering was frequent and hearty, and was repeatedly acknowledged by the Princess, the Prince of Wales, and the Royal Duke.

“EMBARKING ON THE SARMATIAN.

“The time at which the royal party would arrive at the Landing Stage was pretty well known, the approaches to which were thronged with anxious spectators. A space for the passage of the carriages was kept clear from the entrance to the Prince's Pierhead to No. 3 bridge, and on either side the path was crowded. Beyond No. 5 bridge, barriers were erected, and behind them was a considerable crowd. It was arranged that the royal party should alight at the head of No. 4 bridge, and the floor of this bridge was covered with scarlet cloth, as was also the Landing Stage at the foot of the bridge, where the Allan tender *Stormcock* was in readiness to convey the royal party to the *Sarmatian*. On the stage at the foot of the bridge was stationed Superintendent Parks, with two boats' crews of the River Police, and a guard of honour of blue-jackets from H.M.S. *Resistance*, consisting of 110 men under Lieutenant Henderson. The police band occupied a position at the rear of the guard of honour. Mr. T. D. Hornby (Chairman of the Dock Board), Mr. Squarey (the Solicitor), and Mr. Gittins (Secretary), together with several members of the Trust, and Mr. R. G. Allan and Mr. J. H. Allan, representing the owners of the *Sarmatian*, awaited the arrival of the royal party. The shipping in the river and docks was gaily decorated for the occasion. The blue-jackets presented arms when the royal visitors stepped on the Landing Stage, and the police band played a few bars of the National Anthem, while the spectators cheered heartily. The royal visitors were received by Mr. Hornby and Mr. R. G. Allan, and with no further delay than was necessary for the royal party to take a glance at the scene, they proceeded on board the tender. The Princess Louise was the first to pass up the gangway, followed by the Prince of Wales, Duke of Edinburgh, and the members of the suite. When on board they formed a group on the hurricane deck, and as the tender



S.S. "SARMATIAN" LEAVING THE MERSEY, 14TH NOVEMBER, 1878, WITH
THE MARQUIS OF LORNE AND PRINCESS LOUISE ON BOARD.

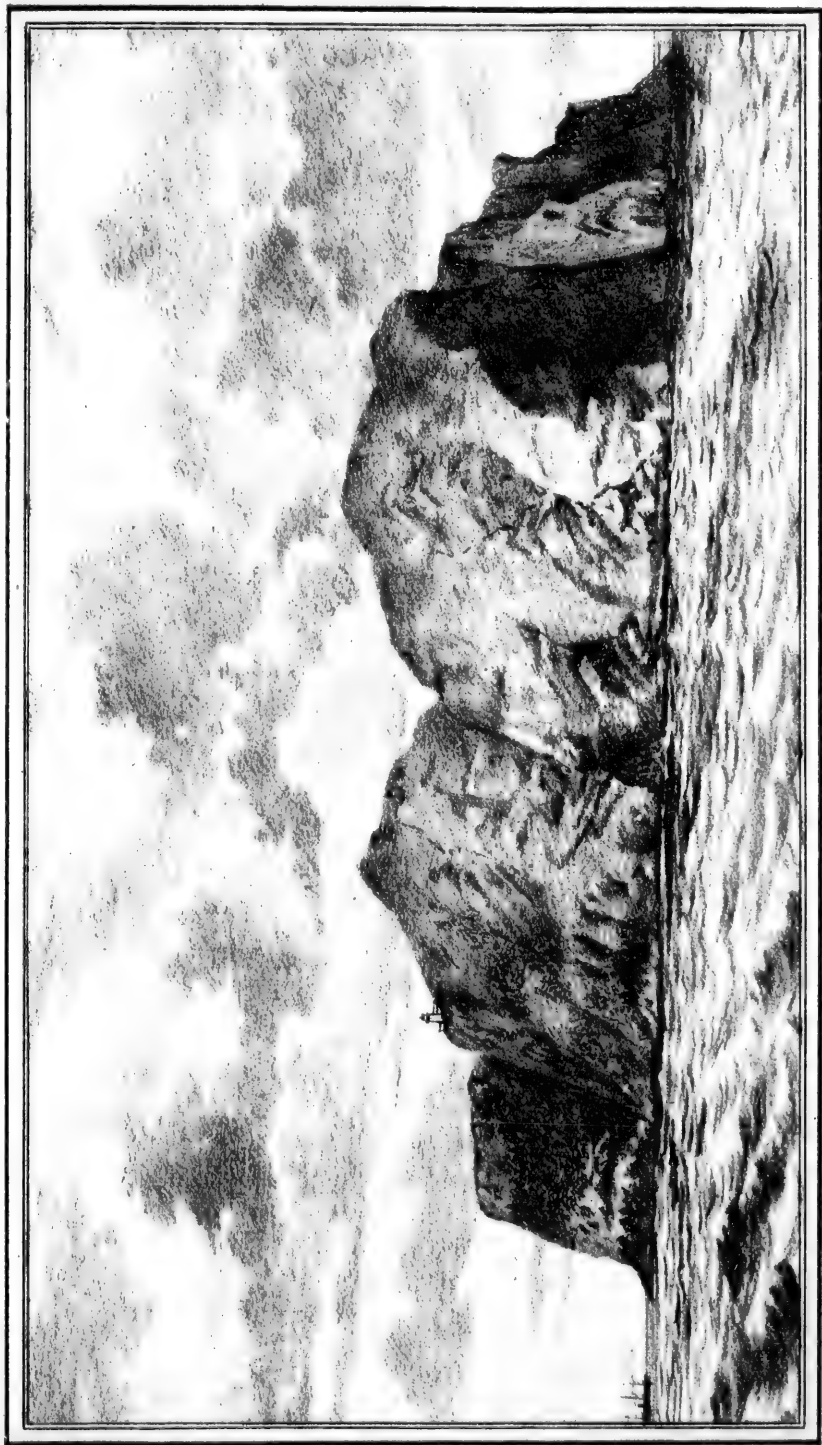
was casting off the band played "God Bless the Prince of Wales," amid loud cheers from the spectators on the Landing Stage, which were acknowledged by her Royal Highness. The *Stormcock* was quickly alongside the *Sarmatian*, around which many of the ferry steamers hovered with their freights of passengers to enable them to get a glimpse of the royal party. The hoisting of the Royal Standard on the *Sarmatian* was the signal to those on shore that the royal party had embarked. The *Sarmatian* then steamed slowly down the river, and as she passed the North Fort, a Royal Salute of twenty-one guns was fired in honour of the illustrious company on board. Shortly afterwards the *Stormcock* conveyed the Prince of Wales and the Duke of Edinburgh on board the Admiralty yacht *Lively*, and the *Sarmatian* was left to proceed on her voyage. The embarkation was accomplished without the least annoyance to the royal visitors, and the arrangements to secure this were excellently carried out by Messrs. Allan.

"Special arrangements were made on board the *Sarmatian* for the accommodation of her Royal Highness during the return voyage to Canada, the whole of the apartments on the port side of the vessel being reserved for her and the suite which accompanies her. The sleeping apartment of the Marchioness of Lorne is fitted up most elegantly in the French style, and her sitting-room, immediately adjoining, is a perfect model of refinement and exquisite taste, the panels being richly upholstered in crimson satin. A heating apparatus has been fitted up between the two apartments, and there is a bath-room immediately adjoining.

"It is no secret that her Royal Highness in her transatlantic voyages has great confidence in the good ship *Sarmatian*, and her skilful commander, Captain A. D. Aird. Shortly, indeed, before she landed at Liverpool, on her return from Canada, she arranged for the *Sarmatian* to take her out again on the 22nd January, for which purpose the necessary changes had to be made, officers and crew on the intervening trip having had but a few days in port. The *Sarmatian* bids fair to be quite an historical steamer. She was chartered by the Government, it may be remembered, during the Ashantee war, to convey

troops to Cape Coast Castle, and on her arrival at Plymouth, at the close of the war, was the centre of a great ovation. During the interval her commander, Captain Aird, had rendered important public service, by an unusually quick run from Cape Coast Castle to Gibraltar, the bearer of an important telegram, as to the capture of Coomassie, from Sir Garnet Wolseley, the commander of the British forces on the West Coast, to the War Office. The conduct of Captain Aird excited much favourable comment at the time, and has no doubt had its share in stamping him in the eyes of the official authorities as not only a skilful navigator, but as a man of combined energy and prudence, to whom the care of a member of the royal house might for a third time be entrusted with confidence, all the more as it had been the specially-expressed wish of her Royal Highness herself."

A rapid passage of the *Sardinian*, Captain Dutton, may be regarded as an important event in the annals of the Atlantic steam-ship trade. For the first time on record, a steam-ship arrived in the port of Quebec on the eighth day after leaving Liverpool. The *Sardinian* left Moville at 5.15 P.M. on June 6, 1879, and landed her mails at Rimouski at noon on the 13th, being only 6 days 23 hours and 30 minutes, allowing for difference of time. The passage from land to land—Moville to Belle Isle—was accomplished in 5 days 20 minutes, while the passengers only lost sight of land for 4 days 19 hours. Every one who has crossed the Atlantic well knows what the sight of land means to passengers even out on a voyage of only eight or ten days. It is related, in connection with this splendid run of the *Sardinian*, that some of the passengers, who had never travelled by the route before, absolutely refused to believe that they had crossed the Atlantic when in sight of the Western shore, and when they reached Quebec they were so far from having got through the occupations usual on an Atlantic voyage, that they were quite incredulous of having got to their journey's end. It was certainly the first instance of a ship reaching the port of Quebec on the eighth day after leaving Liverpool.



BELLE ISLE, 750 FT. 750 MILES FROM QUEBEC.

THE FLEET OF THE ALLAN LINE

STEAMERS.

NAME.	TONNAGE.	NAME.	TONNAGE.
Parisian	5,500	Buenos Ayrean ...	4,005
Sardinian	4,376	Grecian	3,600
Polynesian	3,983	Nes	2,689
Circassian	3,724	Austrian	2,458
Sarmatian	3,647	Canadian	2,906
Moravian	3,323	Manitoban	2,395
Peruvian	3,038	Phoenician	2,356
Scandinavian	3,068	Waldensian	2,256
Prussian	3,030	Lucerne	1,925
Hibernian	2,752	Newfoundland ...	1,000
Caspian	2,728	Acadian	931
Nova Scotian	3,305		

Steam Tonnage 68,995.

CLIPPER SAILING SHIPS.

NAME.	TONNAGE.	NAME.	TONNAGE.
Glendaruel	1,761	Romsdal	1,827
Glenmorag	1,576	Ardmillan	1,655
Glenfinart	1,530	Strathearn	1,705
Glenbervie	800	Strathblane	1,364
Gleniffer	800	Ravenscrag	1,263
Glencairn	1,564	Pomona	1,196
Abeona	979	Chippewa	1,072
St. Patrick	992	Medora	781
		City of Montreal ...	1,187

Sailing-ship Tonnage ... 22,052.

TOTAL TONNAGE.

STEAMERS	68,995
SAILING SHIPS	22,052
	<u>91,047</u>

The following are some of the Passages made during the last three summers:—

		1877.		Landed Mails at Rimouski.		Time.	
		Left Moville (Londonderry).					
SARMATIAN ..	Friday, May 11,	5	p.m..	Saturday, May 19,	8 20 a.m..	7d. 19h. 50m.	
SARMATIAN ..	Friday, June 22,	5	p.m..	Friday, June 29,	10	p.m.. 7d. 9h. 30m.	
SARDINIAN	Friday, July 13,	5	p.m..	Saturday, July 21,	8 15 a.m..	7d. 19h. 45m.	
PERUVIAN	Friday, July 20,	5	p.m..	Saturday, July 28,	8	a.m.. 7d. 19h. 30m.	
SARMATIAN ..	Friday, Aug. 3,	5	p.m..	Saturday, Aug. 11,	4	a.m.. 7d. 15h. 30m.	
CIRCASSIAN ..	Friday, Aug. 10,	5 10	p.m..	Friday, Aug. 17,	9 15	p.m.. 7d. 8h. 45m.	
MORAVIAN	Friday, Aug. 17,	5 45	p.m..	Saturday, Aug. 25,	7	a.m.. 7d. 17h. 45m.	
POLYNESIAN ..	Friday, Sept. 7,	5	p.m..	Saturday, Sept. 15,	9	a.m.. 7d. 20h. 30m.	
SARMATIAN ..	Friday, Sept. 14,	6 50	p.m..	Friday, Sept. 21,	6	a.m.. 7d. 8h. 40m.	
SARDINIAN	Friday, Oct. 6,	6	p.m..	Saturday, Oct. 13,	1	a.m.. 7d. 11h. 30m.	

1878.

SARMATIAN ..	Friday, May 31,	5	p.m..	Saturday, June 8,	10 40 a.m..	7d. 22h. 10m.	
SARDINIAN	Friday, June 28,	5 10	p.m..	Saturday, July 6,	8 45 a.m..	7d. 15h. 5m.	
SARMATIAN ..	Friday, July 13,	5	p.m..	Friday, July 19,	7	p.m.. 7d. 6h. 30m.	
SARMATIAN ..	Friday, Aug. 23,	5 15	p.m..	Friday, Aug. 30,	6 15	p.m.. 7d. 5h. 30m.	
SARDINIAN	Friday, Sept. 20,	4 45	p.m..	Saturday, Sept. 28,	6 15	a.m.. 7d. 18h. 0m.	
POLYNESIAN ..	Friday, Sept. 27,	5 10	p.m..	Saturday, Oct. 5,	6 50	a.m.. 7d. 17h. 50m.	
SARMATIAN ..	Friday, Oct. 4,	5	p.m..	Friday, Oct. 11,	7	p.m.. 7d. 6h. 30m.	
SARDINIAN	Friday, Nov. 1,	5 10	p.m..	Friday, Nov. 8,	6 20	p.m.. 7d. 5h. 40m.	

1879.

SARDINIAN	Friday, June 6,	5	p.m..	Friday, June 13,	Noon	.. 6d. 23h. 30m.	
MORAVIAN	Friday, June 13,	5 15	p.m..	Friday, June 20,	10 30	p.m.. 7d. 9h. 45m.	
PERUVIAN	Friday, June 20,	5	p.m..	Saturday, June 28,	3 30	a.m.. 7d. 14h. 0m.	
CIRCASSIAN ..	Friday, July 11,	5	p.m..	Friday, July 18,	11 30	p.m.. 7d. 11h. 0m.	
PERUVIAN	Friday, Aug. 1,	5	p.m..	Friday, Aug. 8,	6 30	p.m.. 7d. 6h. 0m.	

1877.

		Embarked Mails at Rimouski (Greenwich Time.)		Landed Mails at Moville.		Time.	
SARDINIAN	Sunday, June 24,	3 45	a.m..	Sunday, July 1,	7 50	a.m.. 7d. 4h. 5m.	
PERUVIAN	Sunday, July 1,	5 45	a.m..	Sunday, July 8,	4 15	p.m.. 7d. 10h. 30m.	
POLYNESIAN ..	Sunday, July 8,	3 35	a.m..	Sunday, July 15,	10 5	a.m.. 7d. 6h. 30m.	
SARMATIAN ..	Sunday, July 15,	4 45	a.m..	Sunday, July 22,	9 15	a.m.. 7d. 4h. 30m.	
MORAVIAN	Sunday, Sept. 9,	4 30	a.m..	Sunday, Sept. 16,	10 25	p.m.. 7d. 17h. 55m.	
PERUVIAN	Sunday, Sept. 23,	3 50	a.m..	Sunday, Sept. 30,	1 30	p.m.. 7d. 10h. 0m.	
SARMATIAN ..	Sunday, Oct. 7,	4 10	a.m..	Sunday, Oct. 14,	11	a.m.. 7d. 6h. 50m.	

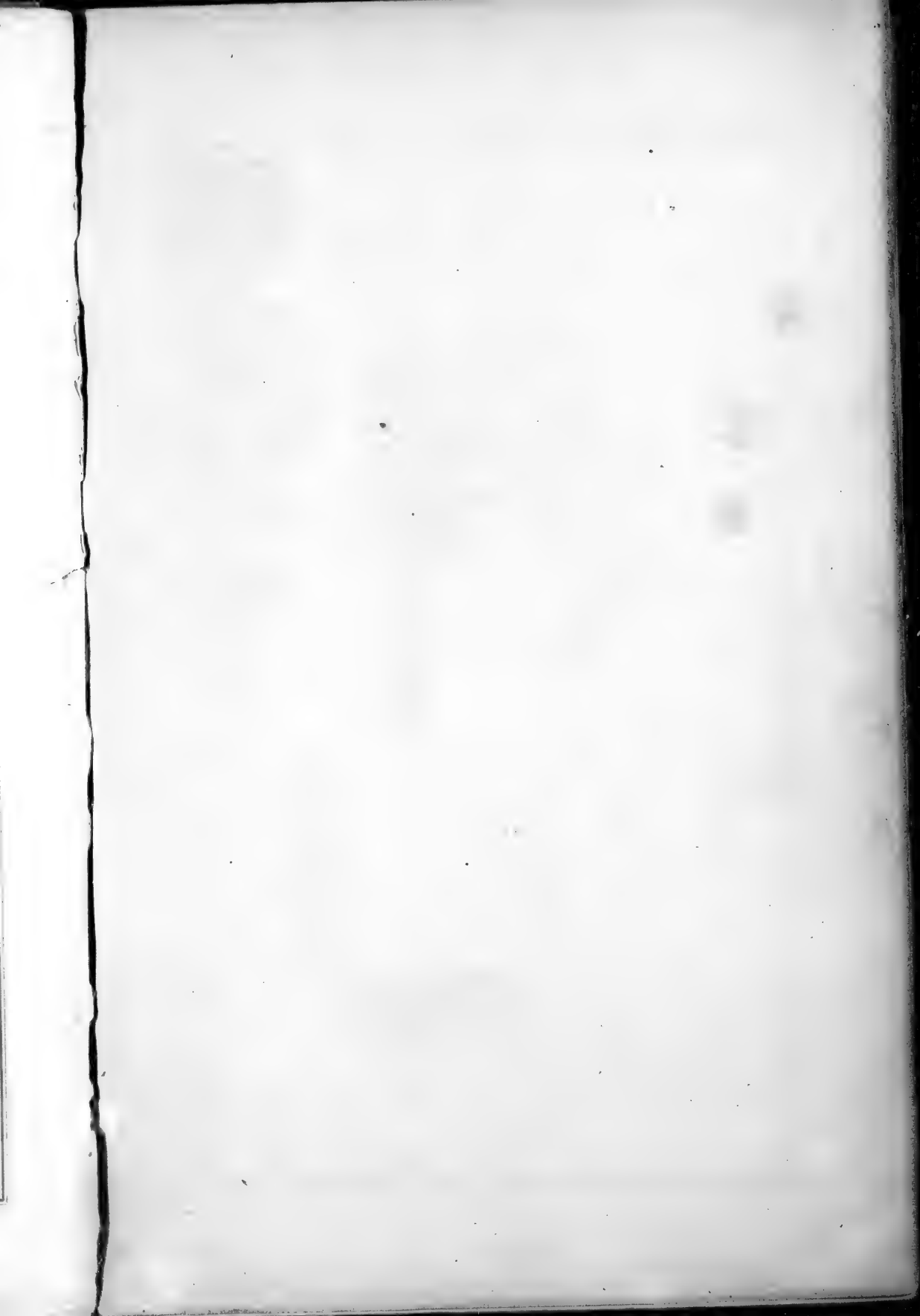
1878.

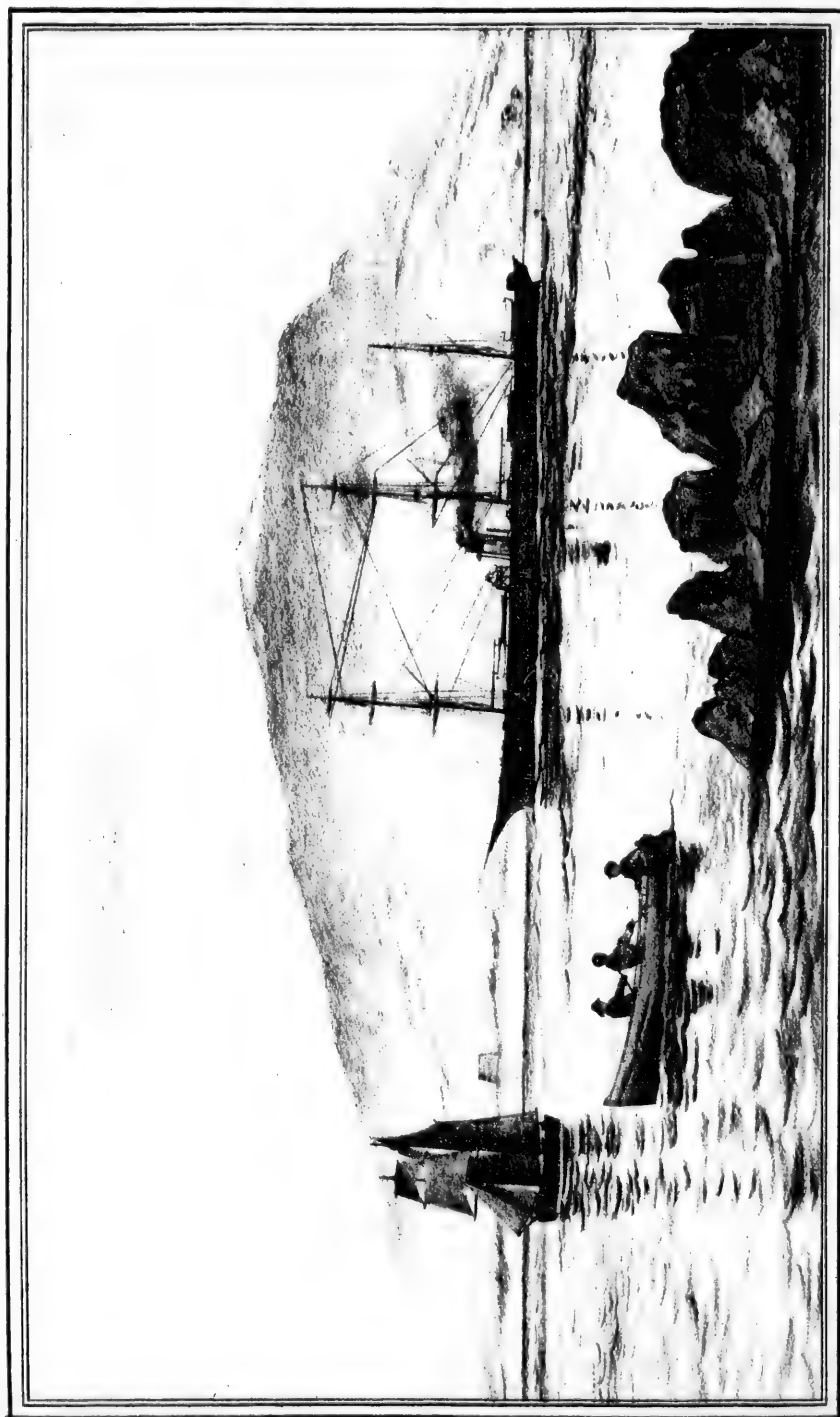
MORAVIAN	Sunday, July 7,	5 50	a.m..	Sunday, July 14,	1	p.m.. 7d. 7h. 10m.	
POLYNESIAN ..	Sunday, July 28,	3 15	a.m..	Sunday, Aug. 4,	3 30	p.m.. 7d. 12h. 15m.	
CIRCASSIAN ..	Sunday, Aug. 11,	3 30	a.m..	Sunday, Aug. 18,	7 20	p.m.. 7d. 15h. 50m.	
POLYNESIAN ..	Sunday, Sept. 8,	2 50	a.m..	Sunday, Sept. 15,	9 15	a.m.. 7d. 6h. 25m.	

1879.

CIRCASSIAN ..	Sunday, June 23,	2 5	a.m..	Sunday, June 29,	3	p.m.. 7d. 11h. 55m.	
POLYNESIAN ..	Sunday, July 30,	4 10	a.m..	Sunday, July 27,	Noon	.. 7d. 7h. 50m.	
SARMATIAN ..	Sunday, July 27,	2 40	a.m..	Sunday, Aug. 3,	3 30	p.m.. 7d. 11h. 50m.	
SARDINIAN	Sunday, Aug. 10,	3	a.m..	Sunday, Aug. 17,	7 30	a.m.. 7d. 4h. 30m.	
SARDINIAN	Sunday, Sept. 21,	4	a.m..	Sunday, Sept. 28,	7 30	a.m.. 7d. 3h. 20m.	
MORAVIAN	Sunday, Sept. 28,	3 40	a.m..	Sunday, Oct. 5,	11 40	a.m.. 7d. 8h. 0m.	
PERUVIAN	Sunday, Oct. 5,	2 50	a.m..	Sunday, Oct. 12,	8 30	a.m.. 7d. 5h. 40m.	

The *Peruvian* sailed from Halifax at 7 p.m. on the 27th December, 1879, and arrived in the Mersey at 1 15 p.m. on Sunday the 4th January. Allowing for difference of time, the run occupied only 7 days 14 hours from Halifax to Liverpool.





S.S. "CIRCASSIAN" LEAVING LOUGH FOYLE.—EVENING.

DR. A. W. THOROLD, BISHOP OF ROCHESTER, ON A VISIT TO CANADA.

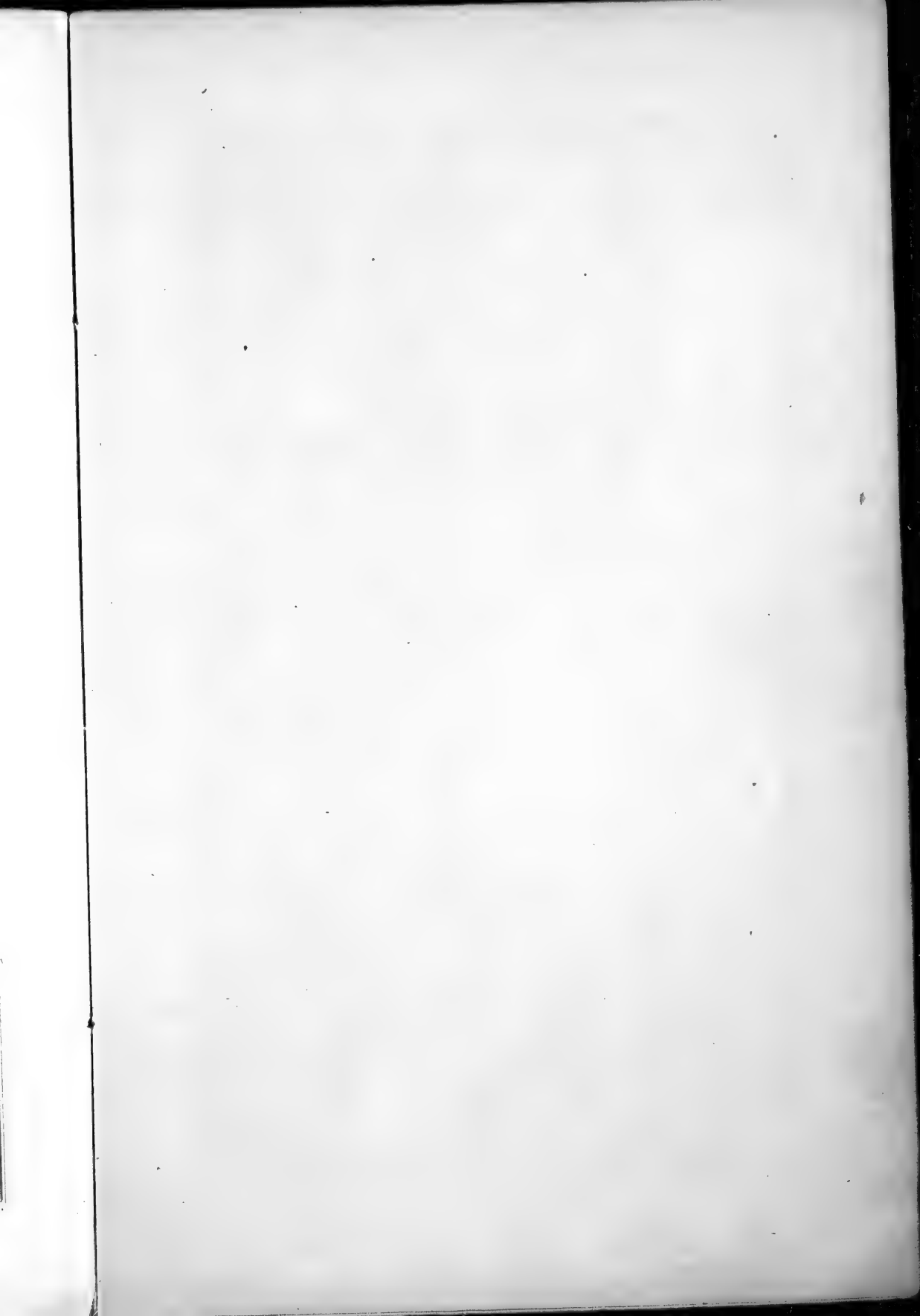
Writing of a Summer Trip to Canada by the "Allan" Line, his Lordship says :—

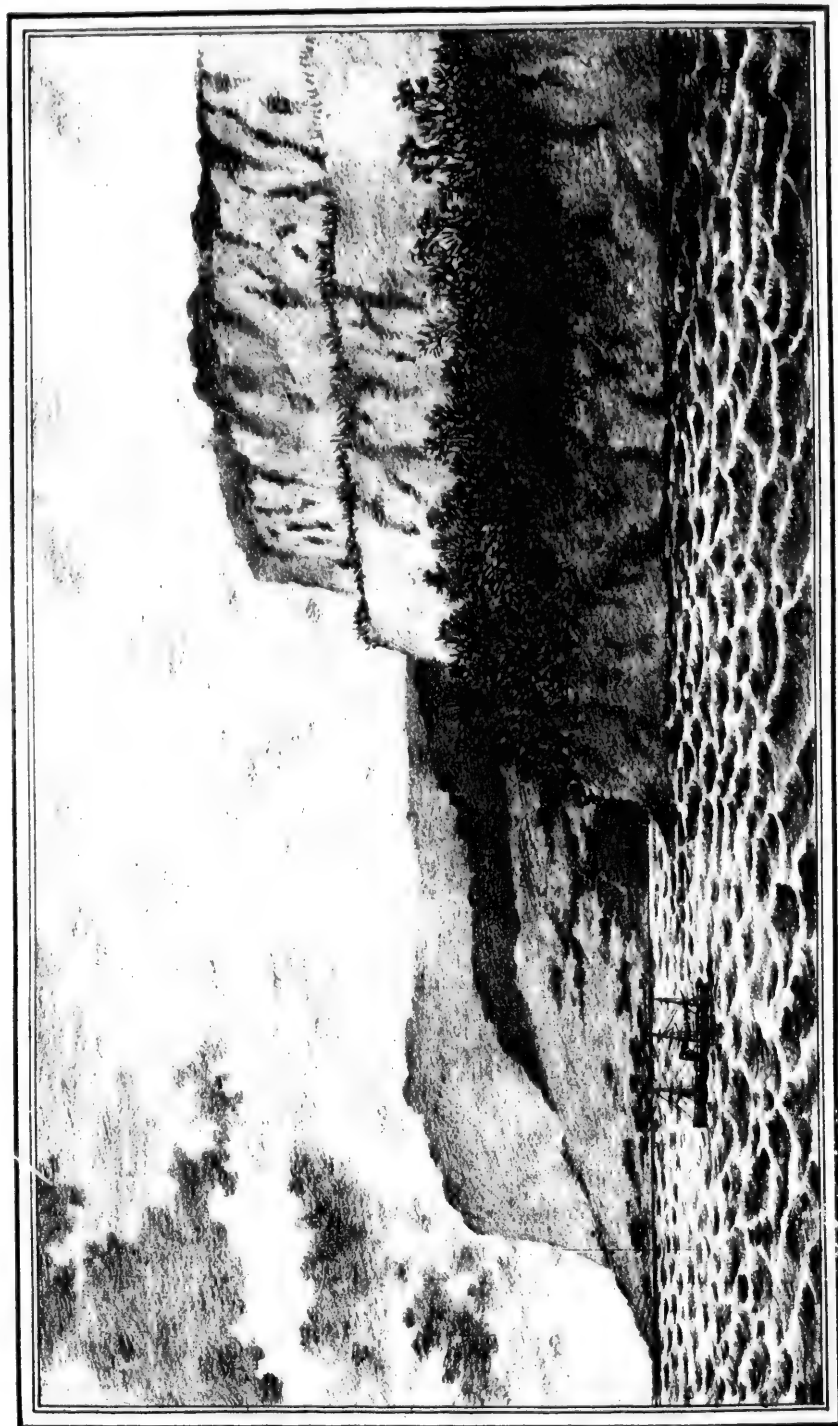
" Given three good things—five weeks of holiday, a wholesome liking for salt water, and fifty pounds—can you do better with them than go to Niagara? See what you will get by it. First, you will be boarded and lodged in a ship of a steam fleet, beaten by none in the Atlantic for safety, comfort, discipline, and cheapness : I mean Allan's Canadian Line. You will have at least twenty days (10 each way) of the most pure and invigorating air that human lungs can inhale ; and quite sufficient to set up even a jaded Londoner. You will have a varied, amusing, and by no means unprofitable opportunity of studying human nature among numerous fellow-passengers of all countries, ages, and conditions. You will ascend the St. Lawrence, which is one of the most stately and interesting rivers in the world. You will pass through a district of Canada which will bring you into contact with its oldest civilisation and its most recent industries ; its noblest public buildings, and the grandest memories of its early time. You may shoot rapids, gaze on the outskirts of the primeval forest, see native Indians on railways, travel in gilded saloons, which at night become bedrooms, or, if going by water, in large steamers, some of which may accurately be described as floating palaces. Everywhere you will hear your native tongue spoken ; you will see your native flag floating in the breeze ; you will be surprised, let us hope gratified, by a hearty loyalty ; you will see a young empire, in all the flush and enthusiasm of increasing greatness, governing itself with decision, and developing its resources with such an amazing rapidity, that, as was once said quaintly of the rush of a Canadian spring, if you would only put your head to the ground you would hear the grass grow. Last, but not least, you will see what, all your life afterwards, you will be glad to have seen, and what, with every returning summer, you will long once more to visit, if but for one short afternoon—nature's most peerless, most indescribable, most unapproachable, most sublime marvel—Niagara Falls!

"My first impression of the St. Lawrence, so much more beautiful than ever I expected it to be, quite convinced me that this is the right way of entering North America; and not the less so because the voyage, from land to land, is two days shorter than to New York.

"From the grandeur of its site, and the exquisiteness, as well as extent of the views from it, Quebec has but few rivals. The view from the Esplanade, looking down the river towards Orleans, reminded me of the Bosphorus; but the noblest prospect is from the Citadel, north over the city and the St. Charles River. You look away towards far-off azure hills, clothed with primeval forest, and in all variety of rolling or peaked outline—one in particular standing by itself, just like Mount Tabor. Then down the river, with its ships and steamers, and smaller craft of all kinds, and the white houses on the Island of Orleans, and on the far horizon, blue with their indescribable blue, a grand mountain range, the like of which we should never see till we returned there again."

CHARLES DICKENS thus wrote of his visit to the Falls of Niagara:—"Between five and six next morning," he says, "we arrived at Buffalo, where we breakfasted; and being too near the Great Falls to wait patiently anywhere else, we set off by the train, the same morning, at nine o'clock, to Niagara. It was a miserable day; chilly and raw; a damp mist falling; and the trees in that northern region quite bare and wintry. Whenever the rain halted, I listened for the roar, and was instantly straining my eyes in the direction where I knew the Falls must be, from seeing the river rolling on towards them; every moment expecting to behold the spray. Within a few minutes of our stopping, not before, I saw two great white clouds rising up slowly and majestically from the depths of the earth. That was all. At length we alighted; and then for the first time, I heard the mighty rush of water, and felt the ground tremble underneath my feet. The bank is very steep, and was slippery with rain and half-melted ice. I



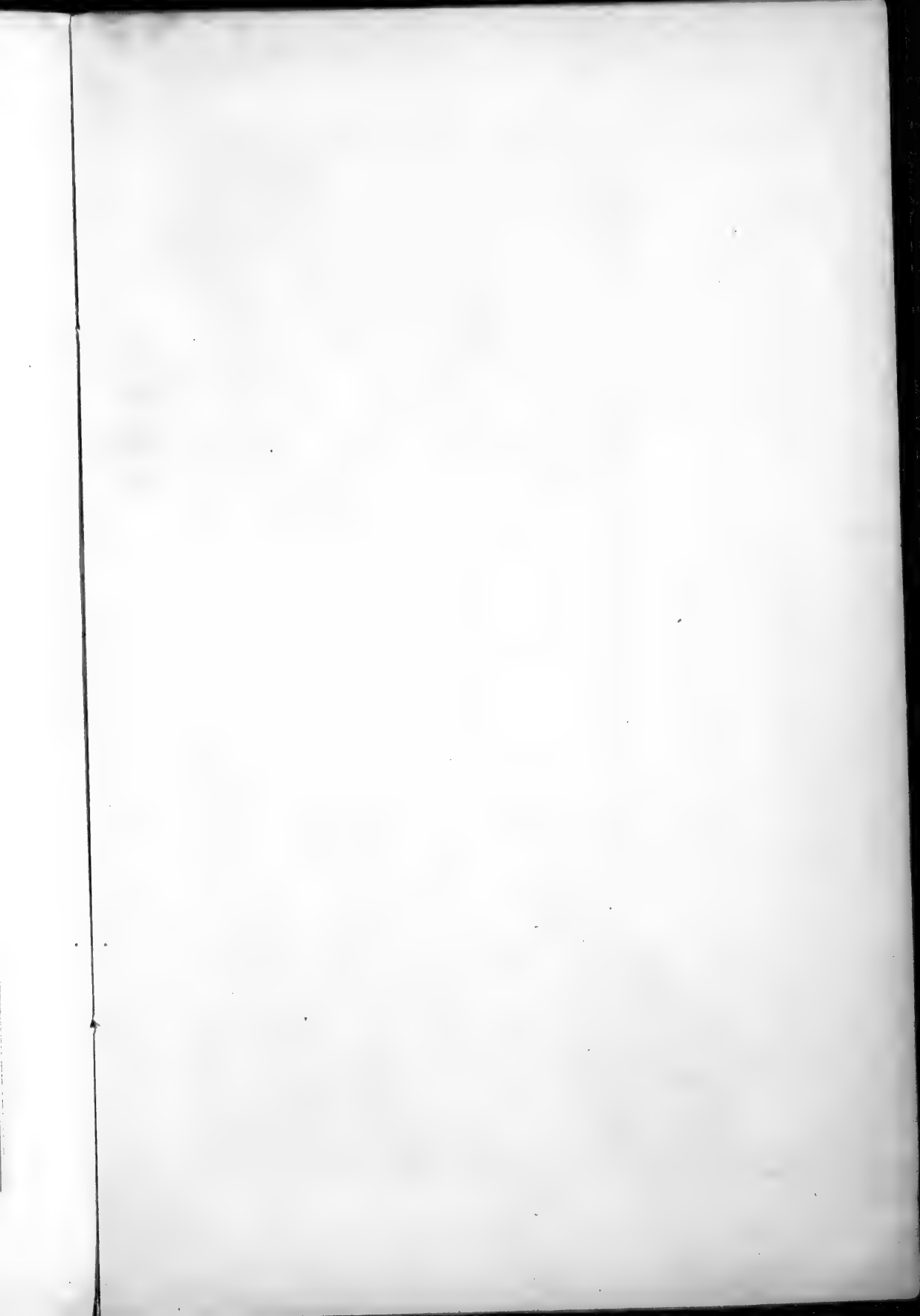


RED CLIFFS, 700 MILES FROM QUEBEC.

hardly know how I got down, but I was soon at the bottom, and climbing, with two English Officers who were crossing and had joined me, over some broken rocks, deafened by the noise, half-blinded by the spray, and wet to the skin. We were at the foot of the American Fall. I could see an immense torrent of water tearing headlong down from some great height, but had no idea of shape, or situation, or anything but vague immensity. When we were seated in the little ferry-boat, and were crossing the swollen river immediately before both cataracts, I began to feel what it was; but I was in a manner stunned, and unable to comprehend the vastness of the scene. It was not until I came on Table Rock, and looked—Great Heaven, on what a fall of bright green water!—that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one—instant and lasting—of the tremendous spectacle, was peace. Peace of mind, tranquillity, calm recollections of the dead, great thoughts of Eternal rest and happiness: nothing of gloom or terror. Niagara was at once stamped upon my heart, an image of beauty; to remain there, changeless and indelible, until its pulses cease to beat, for ever. Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the ten memorable days we passed on that enchanted ground! What voices spoke from out the thundering water; what faces, faded from the earth, looked out upon me from its gleaming depths; what heavenly promise glistened in those angels' tears, the drops of many hues, that showered around, and twined themselves about the gorgeous arches which the changing rainbows made! I never stirred in all that time from the Canadian side, whither I had gone at first. I never crossed the river again; for I knew there were people on the other shore, and in such a place it is natural to shun strange company. To wander to and fro all day, and see the cataracts from all points of view; to stand upon the edge of the Great Horse-shoe Falls, marking the hurried water gathering strength as it approached the verge, yet seeming, too, to pause before it shot into the gulf below; to gaze from the river's level up at the torrent as it came

streaming down; to climb the neighbouring heights and watch it through the trees, and see the wreathing water in the rapids hurrying on to take its fearful plunge; to linger in the shadow of the solemn rocks three miles below; watching the river as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet, far down beneath the surface, by its giant leap; to have Niagara before me, lighted by the sun and by the moon, red in the day's decline, and grey as evening slowly fell upon it; to look upon it every day, and wake up in the night and hear its ceaseless voice: this was enough. I think in every quiet season now, still do those waters roll and leap, and roar and tumble, all day long; still are the rainbows spanning them a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream appear to die as it comes down, and always from its unfathomable grave arises that tremendous ghost of spray and mist which is never laid; which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge—light—came rushing on creation at the word of God."







NIAGARA FALLS.

RATES OF PASSAGE.

SALOON FARES

From LIVERPOOL, LONDONDERRY, or QUEENSTOWN,

According to position of Sleeping Cabins and the Number of Berths in same,
all having full privileges in Saloon.

To QUEBEC (direct)	£12 0 0	£15 0 0	£18 0 0
„ MONTREAL, via Quebec	12 14 6	15 14 6	18 14 6
„ HALIFAX (direct)	12 0 0	15 0 0	18 0 0
„ ST. JOHN'S, N.F.	13 0 0	15 0 0
„ BALTIMORE	12 0 0	15 0 0	18 0 0
„ ST. JOHN, N.B., or HALIFAX, } via Rimouski	13 5 0	15 0 0	18 0 0

Children under Twelve Years, Half Fare. Infants under Two Years, Free.

Tickets to New York, Boston, and Philadelphia at a slight extra charge.

Intermediate Fare	£8 8 0
Steerage	6 6 0

Children between One and Eight Years, Half Fare. Under One Year, £1 1s.

The Through Fares by this line to inland places in Canada and the States are lower than by any other route.

FIRST-CLASS RETURN TICKETS are issued at £22, £25, or £30; available for twelve months, from any of the American or Canadian ports from which the Company's steamers sail, and passengers taking Return Tickets can go out by way of Quebec or Halifax and return by way of Baltimore, or *vice versa*.

RETURN TICKETS

FROM

LIVERPOOL OR LONDONDERRY

TO

POINTS IN THE WEST AND BACK.

63 FIRST CLASS STEAMER AND FIRST CLASS RAIL. 63

Fares for the Round Journey according to position of berth occupied on Ocean Steamer.

Form Nos.	ROUTE.	FARES.
2868	Liverpool, Quebec, Montreal, Detroit, Chicago, Milwaukee, } Elkhart Lake, and back by same route to Liver- } pool } or	£31 0 6 34 0 6 39 0 6
2869	Liverpool, Quebec, Montreal, Detroit, Chicago, Milwaukee, } Green Lake, and back by same route to Liver- } pool } or	£31 4 0 34 4 0 39 4 0
2871	Liverpool, Quebec, Montreal, Detroit, Chicago, Milwaukee, } Green Bay, and back by same route to Liver- } pool } or	£31 12 0 34 12 0 39 12 0
2872	Liverpool, Quebec, Montreal, Detroit, Chicago, St. Paul, } and back (St. Paul to Lacrosse by river) by same } route to Liverpool } or	£33 10 0 36 10 0 41 10 0
2873	Liverpool, Quebec, Montreal, Chicago, St. Paul, Duluth, } and back by same route to Liverpool..... } or	£35 15 6 38 15 6 43 15 6
2874	Liverpool, Quebec, Montreal, Detroit, Chicago, Milwaukee, } Ashland, steamer to Duluth, and back by same route to } Liverpool } or	£35 15 6 38 15 6 43 15 6
2875	Quebec, Liverpool, Montreal, Sarnia, steamer to Sault } Ste Marie, and back by same route to Liverpool..... } or	£31 5 0 34 5 0 39 5 0
2876	Liverpool, Quebec, Montreal, Toronto, Collingwood, } steamer to Sault Ste Marie, and back by same route } to Liverpool } or	£31 5 0 34 5 0 39 5 0

RETURN TICKETS.

Form Nos.	ROUTE.	FARES.
2877	Liverpool, Quebec, Montreal, Sarnia, steamer to Nepigon, and back by same route to Liverpool.....	£35 15 6 38 15 6 or 43 15 6
2878	Liverpool, Quebec, Montreal, Toronto, Collingwood, steamer to Nepigon, and back by same route to Liverpool	£35 15 6 38 15 6 or 43 15 6
2879	Liverpool, Quebec, Montreal, Sarnia, steamer to Thunder Bay or Silver Islet, and back by same route to Liverpool	£34 19 0 37 19 0 or 42 19 0
2880	Liverpool, Quebec, Montreal, Toronto, Collingwood, steamer to Thunder Bay or Silver Islet, and back by same route to Liverpool	£34 19 0 37 19 0 or 42 19 0
2881	Liverpool, Quebec, Montreal, Sarnia, steamer to Duluth, N.P.R.R. to St. Vincent and Red River, steamer to Fort Garry or Winnipeg, and back by same route to Liverpool.....	£43 0 0 46 0 0 or 51 0 0
2882	Liverpool, Quebec, Montreal, Toronto, Collingwood, steamer to Duluth, N.P.R.R. to St. Vincent and Red River, steamer to Fort Garry or Winnipeg, and back by same route to Liverpool.....	£43 0 0 46 0 0 or 51 0 0
2883	Liverpool, Quebec, Montreal, Detroit, Chicago, Milwaukee, Ashland, and back by same route to Liverpool.....	£34 15 0 37 15 0 or 42 15 0
2884	Liverpool, Quebec, Montreal, Detroit, Chicago, St. Paul, St. Cloud, and back by same route to Liverpool.....	£34 18 0 37 18 0 or 42 18 0
2885	Liverpool, Quebec, Detroit, Chicago, St. Paul, St. Vincent, Winnipeg, and back by same route to Liverpool.....	£43 5 6 46 5 6 or 51 5 6
2886	Liverpool, Quebec, Detroit, Chicago, St. Paul, St. Vincent, Winnipeg, returning same route to Chicago (or Milwaukee), thence by steamer to Sarnia, G. T. Railway to Toronto, boat and rail to Niagara Falls, back to Toronto, G. T. Railway to Quebec, and thence by steamer to Liverpool	£44 15 0 47 15 0 or 52 15 0

NOTE.—Tickets for this Tour are only issued between the 1st May and the end of October.

ROUND TRIP TICKETS.

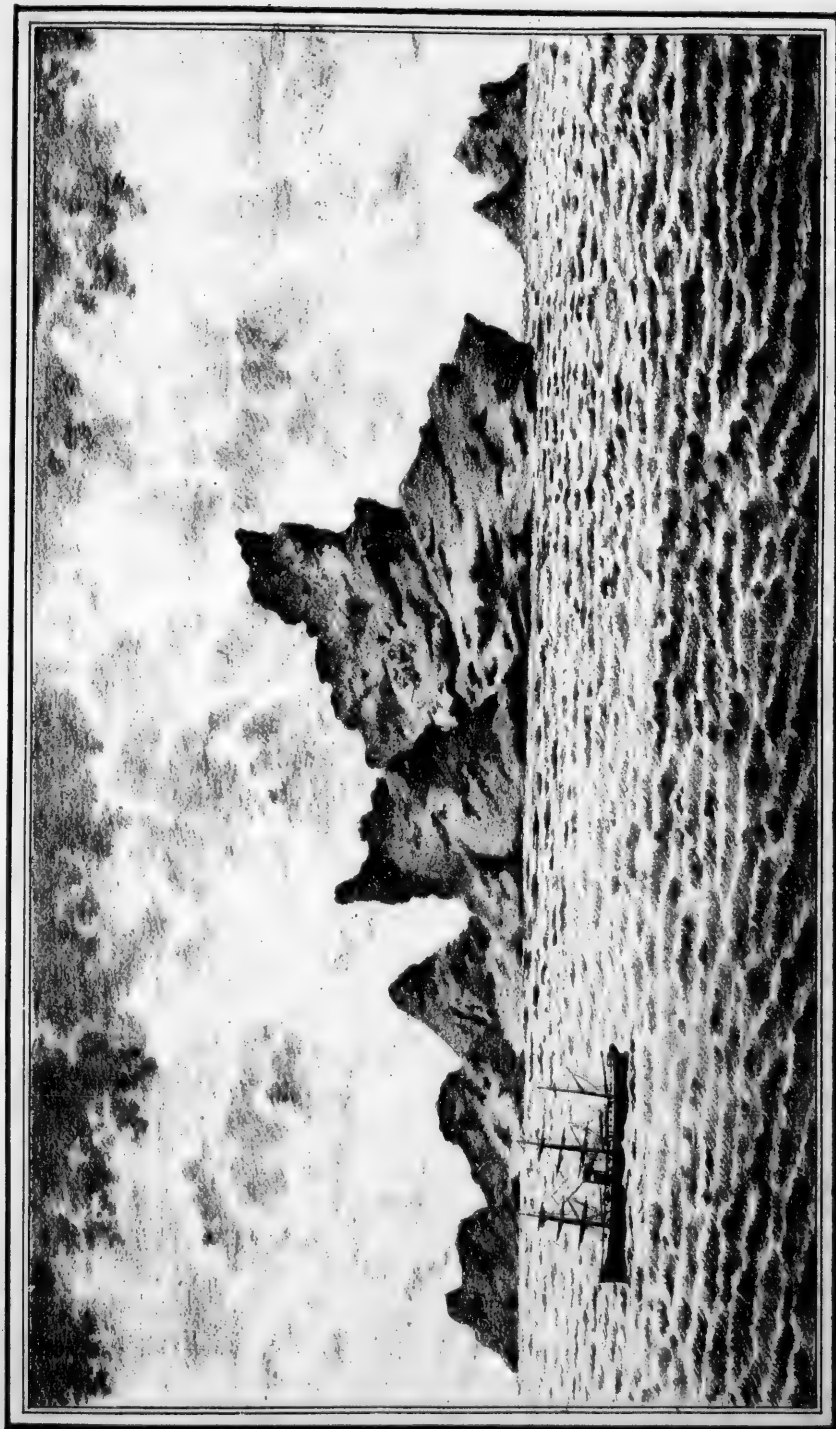
LIVERPOOL TO QUEBEC, NEW YORK, AND BACK.

For convenience in selecting Routes, the "Going" and "Returning" Routes are here shown separately, but the Ticket cannot be had for either part singly. Any Going Route can be selected for combination with any Returning Route to form the desired Round Trip, and the price of the Round Trip Ticket will be the amount shown for the Going Route added to that for the Returning Route.

LIVERPOOL TO QUEBEC, THENCE TO NEW YORK, AND RETURN.

Fares according to position of Berth occupied on Ocean Steamer.

Form Nos.	GOING ROUTES.	FARES.	Form Nos.	RETURNING ROUTES.	FARES.
2601	Liverpool, Quebec, Portland, Boston (Rail and Sound Steamers) to New York.....	£14 15 0 17 15 0 or 20 15 0	2600	New York to Boston (Sound Steamers and Rail), Portland, Quebec, Liverpool	£14 15 0 17 15 0 or 20 15 0
2603	Liverpool, Quebec, Gorham, Glen House, Top of Mount Washington, Fabyans, Portland, Boston (Rail and Sound Steamers) to New York.....	£17 10 0 20 10 0 or 23 10 0	2602	New York to Boston (Sound Steamers and Rail), Portland, Fabyans, Top of Mount Washington, Glen House, Gorham, Quebec, Liverpool	£17 10 0 20 10 0 or 23 10 0



MECUTTINA AND TREBLE HILL, 600 MILES FROM QUEBEC.

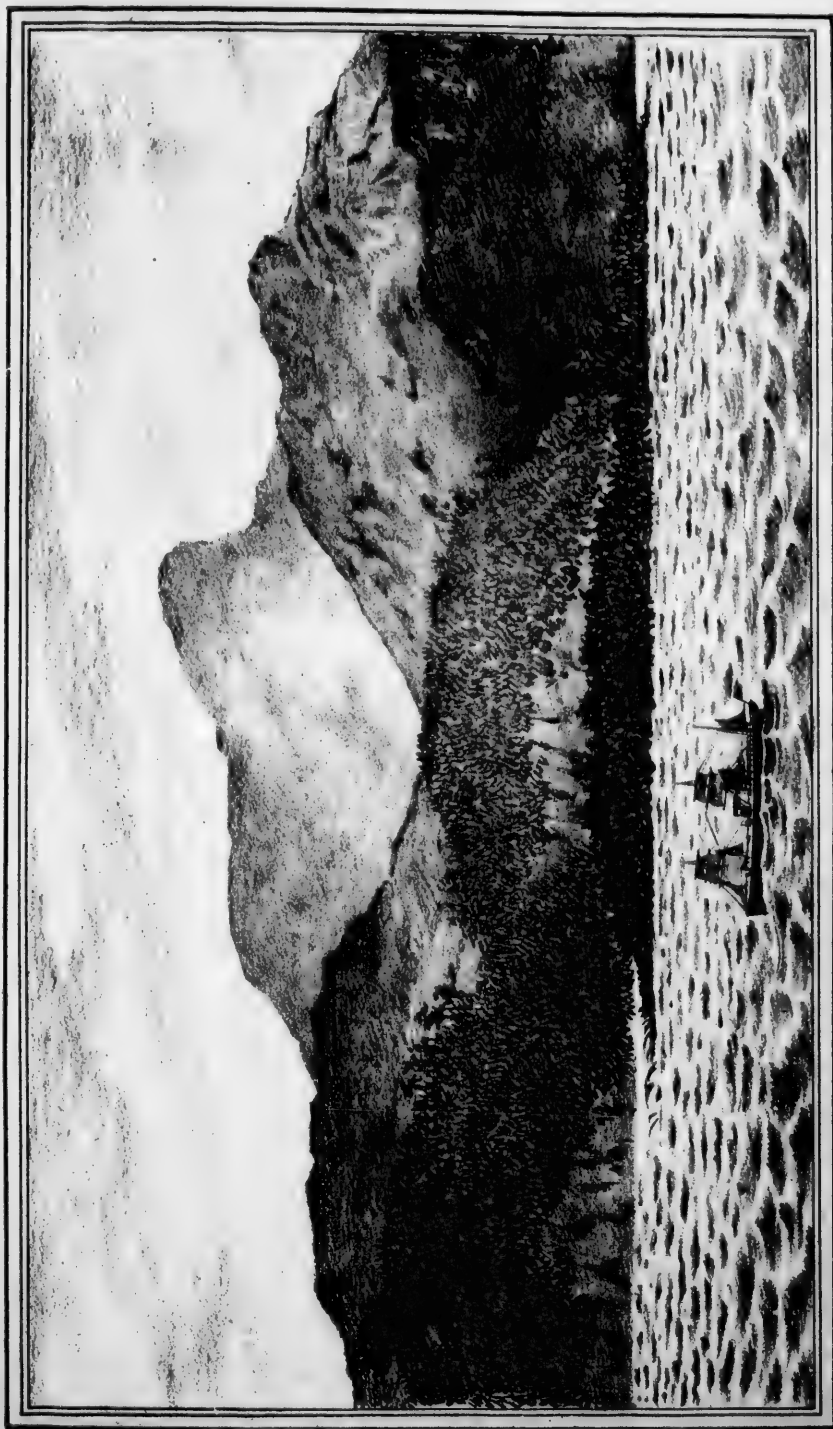
LIVERPOOL TO QUEBEC, THENCE TO NEW YORK, AND RETURN.

Form Nos.	GOING ROUTES.	FARES.	Form Nos.	RETURNING ROUTES.	FARES.
2605	Liverpool, Quebec, Sherbrooke, Wells River, Concord, Boston (Rail & Sound Steamers) to New York	{ £14 17 6 17 17 6 or 20 17 6 }	2604	New York to Boston (Rail & Sound Steamer), Concord, Wells River, Sherbrooke, Quebec, Liverpool	{ £14 17 6 17 17 6 or 20 17 6 }
2607	Liverpool, Quebec, Sherbrooke, Springfield, to New York	{ £14 17 6 17 17 6 or 20 17 6 }	2608	New York, Springfield, Sherbrooke, Quebec, Liverpool	{ £14 17 6 17 17 6 or 20 17 6 }
2609	Liverpool, Quebec, Montreal, Prescott, Kingston, Toronto, Niagara Falls, Albany (Rail), to New York	{ £17 0 0 20 0 0 or 23 0 0 }	2608	New York (Rail) to Albany, Niagara Falls, Toronto, Kingston, Prescott, Montreal, Quebec, Liverpool	{ £17 0 0 20 0 0 or 23 0 0 }
2611	Liverpool, Quebec, Montreal, Ottawa (Boat), Toronto, Niagara Falls, Buffalo, New York (Erie R.)	{ £17 17 6 20 17 6 or 23 17 6 }	2610	New York (Erie R.) to Buffalo, Niagara Falls, Toronto, Ottawa, Montreal (by Boat), Quebec, Liverpool	{ £17 17 6 20 17 6 or 23 17 6 }
2613	Liverpool, Quebec, Montreal, Toronto, Niagara Falls, Buffalo, Waverley, Bethlehem, Philadelphia, New York	{ £17 1 3 20 1 3 or 23 1 3 }	2612	New York, Philadelphia, Bethlehem, Waverley, Buffalo, Niagara Falls, Toronto, Montreal, Quebec, Liverpool ...	{ £17 1 3 20 1 3 or 23 1 3 }
2615	Liverpool, Quebec, Montreal, Prescott, Kingston, Toronto, Detroit, Chicago, Detroit, Buffalo, Niagara Falls, Albany (Rail) to New York	{ £20 16 3 23 16 3 or 26 16 3 }	2614	New York (Rail) to Albany, Niagara Falls, Buffalo, Detroit, Chicago, Detroit, Toronto, Kingston, Prescott, Montreal, Quebec, Liverpool	{ £20 16 3 23 16 3 or 26 16 3 }

LIVERPOOL TO QUEBEC, THENCE TO NEW YORK, AND RETURN.

Form Nos.	GOING ROUTES.	FARES.	Form Nos.	RETURNING ROUTES.	FARES.
2619	Liverpool, Quebec, Montreal, White River Junction, Boston (Rail and Sound Steamers) to New York.....	£15 14 0 18 14 0 or 21 14 0	2618	New York (Sound Steamers and Rail) to Boston, White River Junction, Montreal, Quebec, Liverpool	£15 14 0 18 14 0 or 21 14 0
2621	Liverpool, Quebec, Montreal, Rutland, Troy (Rail), to New York.....	£14 17 6 17 17 6 or 20 17 6	2620	New York, Troy, Rutland, Montreal, Quebec, Liverpool	£14 17 6 17 17 6 or 20 17 6
2623	Liverpool, Quebec, Montreal, Rouse's Point, Albany (Rail), to New York	£14 17 6 17 17 6 or 20 17 6	2622	New York (Rail) to Albany, Rouse's Point, Montreal, Quebec, Liverpool	£14 17 6 17 17 6 or 20 17 6

AN EXTENSION TICKET can be had at Quebec—NEW YORK to PHILADELPHIA and RETURN to NEW YORK—at an additional charge of £1 Os. 6d.





LAURENTIAN HILLS. ALL THE WAY UP THE ST LAWRENCE.

CIRCULAR TICKETS

FROM

LIVERPOOL OR LONDONDERRY,

IN CONNECTION WITH THE GRAND TRUNK AND OTHER RAILWAYS.

 First Class Steamer and First Class Rail. 

FARES FOR THE ROUND JOURNEY,

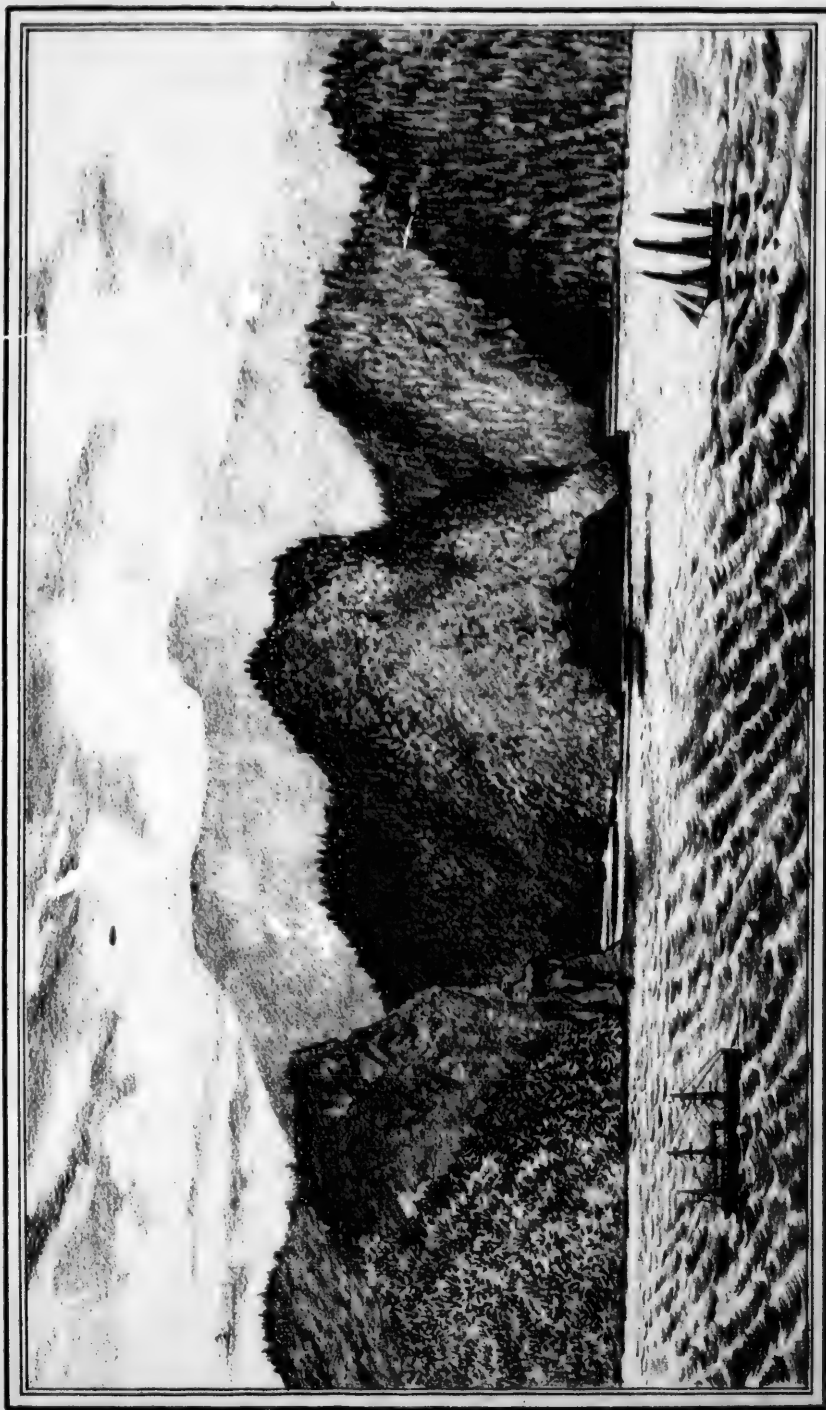
ACCORDING TO POSITION OF BERTH OCCUPIED ON OCEAN STEAMER.

OUT VIA QUEBEC & RETURN VIA BALTIMORE.

Form Nos.	ROUTE.	FARES.
2569	To Quebec, Portland, Boston, New York (all Rail), Philadelphia, Baltimore, and thence by Steamer to Liverpool	£26 5 0 or 34 5 0
2570	To Quebec, Portland, Boston, New York (Rail and Steamer), Philadelphia, Baltimore, and thence by Steamer to Liverpool	£25 16 6 28 16 6 or 33 16 6
2571	To Quebec, Gorham, Summit, Fabyan, North Conway, Portland, Boston, New York (all Rail), Philadelphia, Baltimore, and thence by Steamer to Liverpool	£29 4 0 32 4 0 or 37 4 0
2572	To Quebec, Summit, Fabyan, North Conway, Portland, Boston, New York (Steamer), Philadelphia, Baltimore, and thence by Steamer to Liverpool	£28 16 6 31 16 6 or 36 16 6
2573	To Quebec, Gorham, Summit, Wells River, Springfield, New York (Rail), Philadelphia, Baltimore, and thence by Steamer to Liverpool	£29 2 0 32 2 0 or 37 2 0
2575	To Quebec, Groveton, Fabyan, North Conway, Boston (E. R. R.), Providence, New Haven, New York (Rail), Philadelphia, Baltimore, and thence by Steamer to Liverpool	£27 0 0 30 0 0 or 35 0 0

OUT via QUEBEC and RETURN via BALTIMORE.

Form Nos.	ROUTE.	FARES.
2577	To Quebec, Sherbrooke, Wells River, Concord, Boston, New York (Sound Steamer) to Philadelphia, Baltimore, and thence by Steamer to Liverpool	£25 18 0 28 18 0 or 33 18 0
2579	To Quebec, Montreal, St. John's, White River Junction, Springfield, New York, Philadelphia, Baltimore, and thence by Steamer to Liverpool.....	£25 18 0 28 18 0 or 33 18 0
2580	To Quebec, Montreal, Rouses Point, Albany, New York (Rail to), Philadelphia, Baltimore, and thence by Steamer to Liverpool.....	£25 18 0 28 18 0 or 33 18 0
2589	To Quebec, Montreal, Prescott, Kingston, Toronto, Niagara Falls, Albany, New York, Philadelphia, Baltimore, and thence by Steamer to Liverpool.....	£28 0 0 31 0 0 or 36 0 0
2592	To Quebec, Montreal, Prescott, Kingston, Toronto, Niagara Falls, Rochester, Elmira, Harrisburg, Philadelphia, Baltimore, and thence by Steamer to Liverpool.....	£27 16 0 30 16 0 or 35 16 0
2593	To Quebec, Montreal, Prescott, Kingston, Toronto, Niagara Falls, Elmira, Binghampton, New York, Philadelphia, Baltimore, and thence by Steamer to Liverpool.....	£28 0 0 31 0 0 or 36 0 0
2594	To Quebec, Montreal, Prescott, Kingston, Toronto, Niagara Falls, Buffalo, Waverley, Bethlehem, Philadelphia, Baltimore, and thence by Steamer to Liverpool.....	£27 10 0 30 10 0 or 35 10 0
2595	To Quebec, Montreal, Prescott, Kingston, Toronto, Niagara Falls, Rochester, Williamsport, Catawissa, Reading, Philadelphia, Baltimore, and thence by Steamer to Liverpool.....	£27 16 0 30 16 0 or 35 16 0
2596	To Quebec, Gorham, Summit, Profile House, Wells River, Burlington, Lake Champlain, Lake George, Troy, New York, Philadelphia, Baltimore, and thence by Steamer to Liverpool	£30 17 6 33 17 6 or 38 17 6
2598	To Quebec, Sherbrooke, Newport, St. Alban's, Burlington, Lake Champlain, Lake George, Albany, New York, (Rail), Philadelphia, Baltimore, and thence by Steamer to Liverpool	£27 0 0 30 0 0 or 35 0 0



MONT ST. LOUIS, 2000 FT. 300 MILES FROM QUEBEC.

OUT via QUEBEC and RETURN via BALTIMORE.

Form Nos.	ROUTE.	FARES.
2599	To Quebec, Montreal, Ottawa (by bont), Toronto, Niagara } Falls, Buffalo, Waverley, Bethlehem, Philadelphia, } Baltimore, and thence by Steamer to Liverpool..... } or	£28 0 0 31 0 0 36 0 0
2701	To Quebec, Montreal, Prescott, Kingston, Toronto, Niagara } Falls, Buffalo, Detroit, Chicago, Pittsburg, Philadelphia, } Baltimore, and thence by Steamer to Liverpool..... } or	£32 12 6 35 12 6 40 12 6
2702	To Quebec, Montreal, Prescott, Kingston, Toronto, Detroit, } Chicago, Buffalo, Niagara Falls, Albany, New York, } Philadelphia, Baltimore, and thence by Steamer to } Liverpool..... }	£32 2 0 35 2 0 40 2 0



CIRCULAR TICKETS

FROM

LIVERPOOL OR QUEENSTOWN.

First Class Steamer and First Class Rail.

FARES FOR THE ROUND JOURNEY,

ACCORDING TO POSITION OF BERTH OCCUPIED ON OCEAN STEAMER.

OUT VIA BALTIMORE & RETURN VIA QUEBEC.

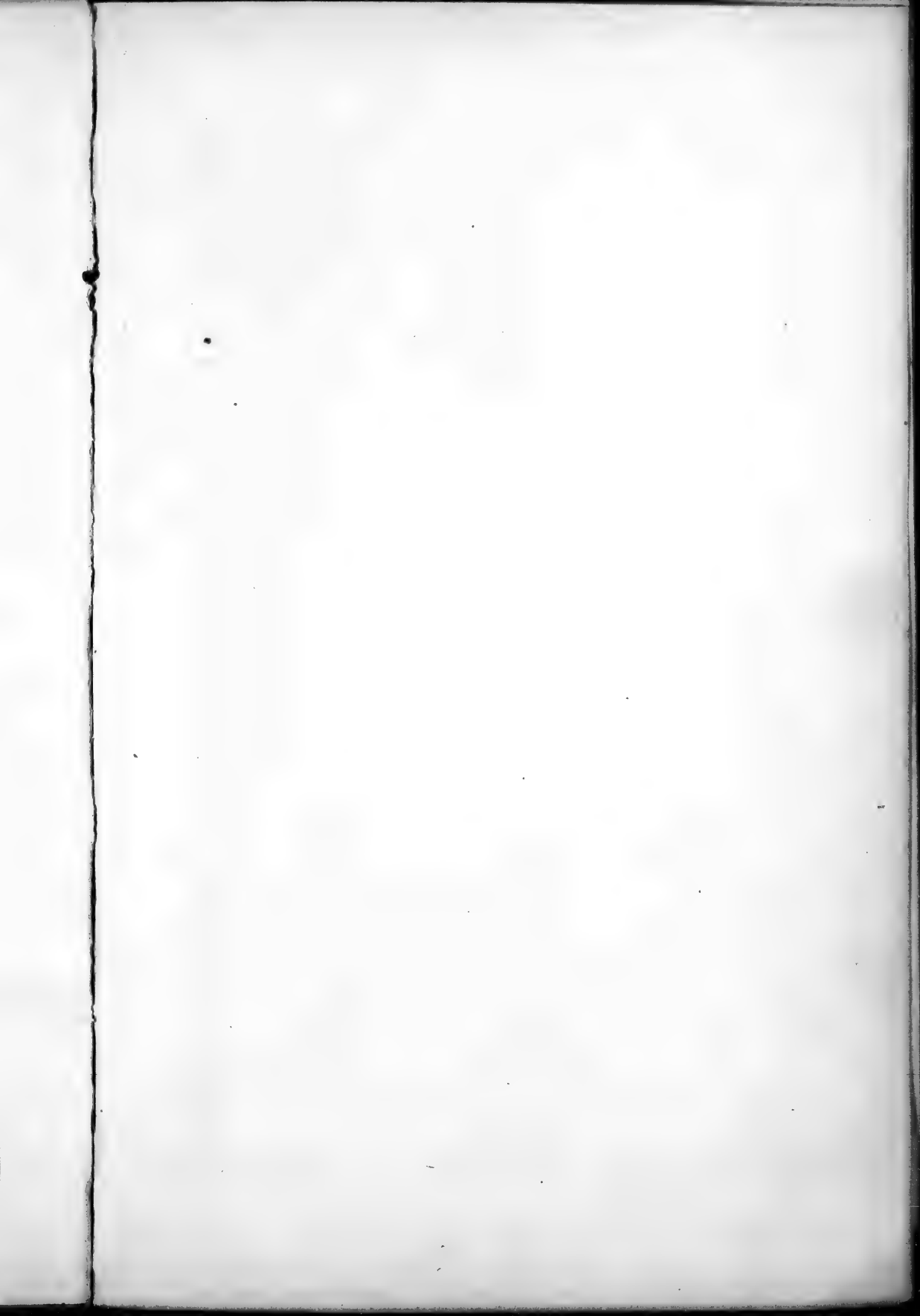
Route Number.	P.R. Form of Ticket.	ROUTE.	FARES.
1	4365	To Baltimore, Rail to Philadelphia, New York, Sound Line Steamers to Boston, Eastern Railroad to Portland, Grand Trunk Railroad to Quebec, and thence by Steamer to Liverpool	£26 0 0
			29 0 0
			or 34 0 0
2	4367	To Baltimore, Rail to Philadelphia, New York, Sound Line Steamers to Boston, Eastern R. R. to Portland, Portland and Ogdensburg R. R. to Fabyan, Boston C. and M. R. R. to Base of Mount Washington, Mount Washington R. R. to Summit of Mount Washington, Stage to Glen House, Stage to Gorham, Grand Trunk R. R. to Quebec, and thence by Steamer to Liverpool	£28 13 0
			31 13 0
			or 36 13 0
3	4368	To Baltimore, Rail to Philadelphia, New York, N. Y., N. H., and H. R. R. to New Haven, Springfield, Conn. River R. R. to South Vernon, C. Vermont R. R. to White River Junction, Passumpsic to Wells River, Boston, Conn. and Mount R. R. to Base of Mount Washington, Mount Washington R. R. to Summit of Mount Washington, Stage to Glen House, Stage to Gorham, Grand Trunk R. R. to Quebec, and thence by Steamer to Liverpool	£28 10 0
			31 10 0
			or 36 10 0

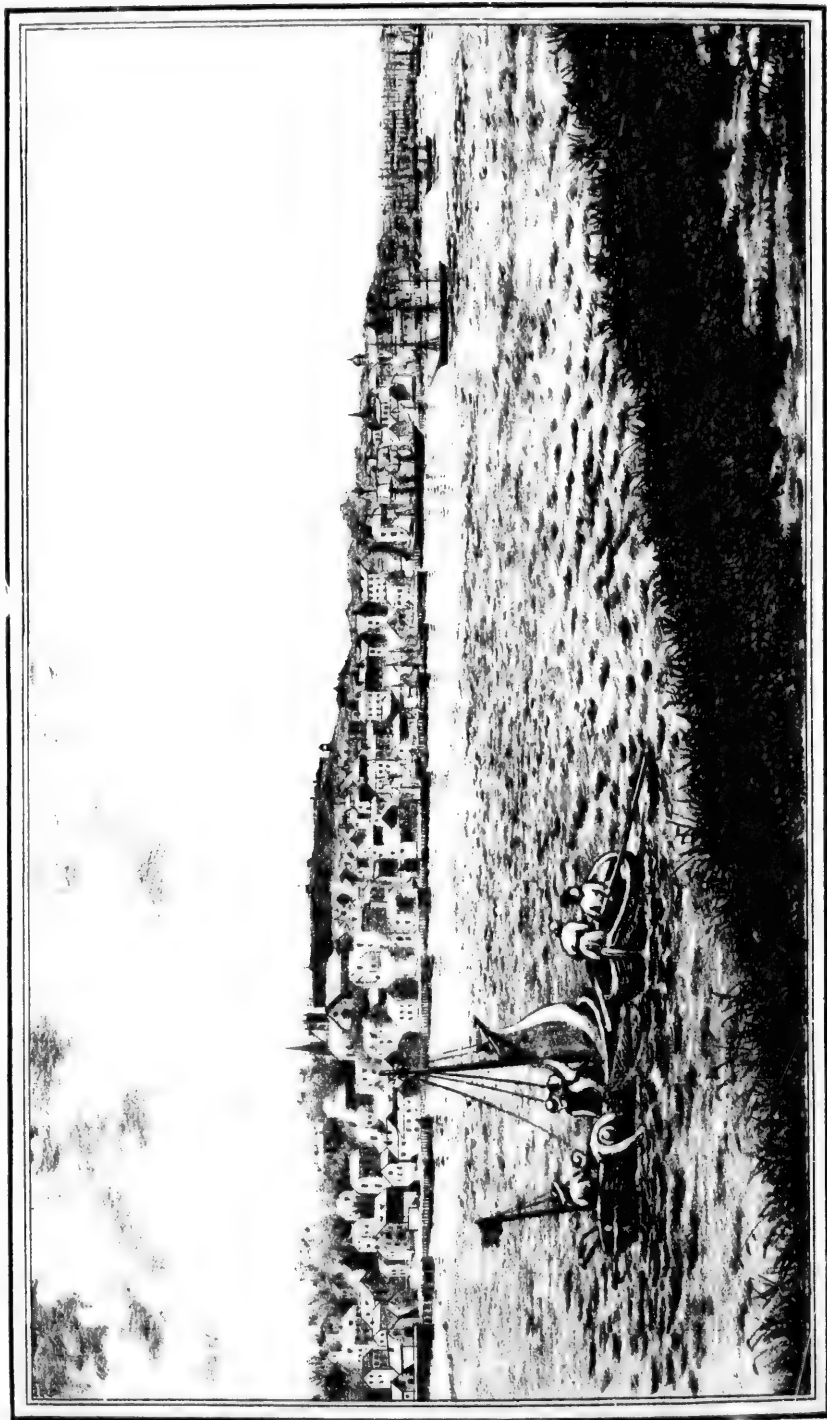
OUT via BALTIMORE and RETURN via QUEBEC.

Route Number.	R.R. Form of Ticket.	ROUTE.	FARES.
4	4389	To Baltimore, Rail to Philadelphia, New York, N. Y., N. H., and H. R. R. to New Haven, New London, N. Y., P. and B. R. R. to Providence, Boston and P. or R.R. to Boston, Eastern R. R. to North Conway, Portland and Ogdensburg B. R. to Fabyans, Boston, Conn. and Montreal R. R. to Wing Road, Groveton Junction, Grand Trunk R. R. to Quebec, and thence by Steamer to Liverpool	<div> <div>\$27 2 0</div> <div>30 2 0</div> <div>or 35 2 0</div> </div>
5	4370	To Baltimore, Rail to Philadelphia, New York, Sound Lines to Boston, B. L. and Nashua R. R. to Nashua, Concord R. R. to Concord, B. C. and M. R. R. to Wells River, Passumpsic R. R. to Sherbrooke, Grand Trunk R. R. to Quebec, and thence by Steamer to Liverpool	<div> <div>\$26 0 0</div> <div>29 0 0</div> <div>or 34 0 0</div> </div>
6	4325	To Baltimore, Rail to Philadelphia, New York, N. Y., N. H., and H. R. R. to New Haven, Springfield, Conn. River R. R. to South Vernon, Central Vermont R. R. to St. John's, Grand Trunk R. R. to Montreal and Quebec, and thence by Steamer to Liverpool	<div> <div>\$26 5 0</div> <div>29 5 0</div> <div>or 34 5 0</div> </div>
7	4329	To Baltimore, Rail to Philadelphia, New York, Day Line Steamers to Albany, D. & H. Canal Co. to Fort Ticonderoga, Cham. Trans. Co. to Plattsburg, D. and H. Canal Co. to Rouses Point, Grand Trunk R. R. to Montreal and Quebec, and thence by Steamer to Liverpool	<div> <div>\$26 2 0</div> <div>29 2 0</div> <div>or 34 2 0</div> </div>
8	3776 and Exo. x 7	To Baltimore, Rail to Philadelphia, New York, Day Line Steamers to Albany, N. Y. C. and H. R. R. R. to Niagara Falls, Toronto, Kingston, Prescott, and Montreal to Quebec, and thence by Steamer to Liverpool	<div> <div>\$27 15 0</div> <div>30 15 0</div> <div>or 35 15 0</div> </div>
9	3214 and Exo. x 7	To Baltimore, Rail to Philadelphia, Penn. R. R. to Harrisburg, North Central R. R. to Sunbury, Philadelphia & Erie R. R. to Williamsport, North Central R. R. to Canandaigua, N. Y. C. and H. R. R. R. to Niagara Falls, Toronto, Kingston, Prescott, Montreal Quebec, and thence by Steamer to Liverpool...	<div> <div>\$27 12 6</div> <div>30 12 6</div> <div>or 35 12 6</div> </div>
10	3810 and Exo. x 7	To Baltimore, Rail to Philadelphia, New York, Erie R. R. to Niagara Falls, Toronto, Kingston, Prescott, Montreal, Quebec, and thence by Steamer to Liverpool	<div> <div>\$27 15 0</div> <div>30 15 0</div> <div>or 35 15 0</div> </div>
11	—	To Baltimore, Rail to Philadelphia, Bethlehem, Waverley, Niagara Falls, Lewistown, Toronto, Kingston, Prescott, Montreal, Quebec, and thence by Steamer to Liverpool	<div> <div>\$27 10 0</div> <div>30 10 0</div> <div>or 35 10 0</div> </div>

OUT via BALTIMORE and RETURN via QUEBEC.

Route Number.	R.R. Form of Ticket.	ROUTE.	FARES.
12	—	To Baltimore, Rail to Philadelphia, Reading, Elmira, Rochester, Niagara Falls, Toronto, Montreal, Quebec, and thence by Steamer to Liverpool.....	<div>£27 7 0</div> <div>30 7 0</div> <div>or 35 7 0</div>
13	4371	To Baltimore, Rail to Philadelphia, New York, N. Y. C. and H. R. R. R. to Troy, D. and H. Canal Co. to Glens Falls, Stage to Caldwell, Steamer to Baldwin, D. and H. Canal Co. to Fort Ticonderoga, Champlain Trans. Co. to Burlington, Central Vermont R. R. to Montpelier, Montreal and Wells River R. R. to Wells River, B. C. and Montreal R. R. to Littleton, Stage to Profile House, Stage to Bethlehem, B. C. and Montreal R. R. to Base of Mount Washington, Mount Washington R. R. to Summit of Mount Washington, Stage to Glen House, Stage to Gorham, Grand Trunk R. R. to Quebec, and thence by Steamer to Liverpool	<div>£30 5 0</div> <div>33 5 0</div> <div>or 38 5 0</div>
14	4372	To Baltimore, Rail to Philadelphia, New York, Sound Lines to Boston, Eastern R.R. to North Conway, P. and O. R. R. to Glen Station, Stage to Glen House, Stage to Summit of Mount Washington, Mount Washington R.R. to Base of Mount Washington, B.C. and Montreal R. R. to Fabyans, Portland and Ogdensburg, R. R. to Crawford House, Fabyans, B.C., and Mont. R.R. to Bethlehem, Stage to Profile House, Stage to Littleton, B. C. and Mont. R. R. to Wells River, Passumpsic R. R. to Newport, South Eastern to St. John's, Grand Trunk R. R. to Montreal, Rich. and Ontario Nav. Co.'s Steamers or Grand Trunk R. R. to Quebec, and thence by Steamer to Liverpool	<div>£30 0 0</div> <div>33 0 0</div> <div>or 38 0 0</div>
15	4373	To Baltimore, Rail to Philadelphia, New York, Day Line Steamers to Albany, D. & H. Canal Co. to Glens Falls, Stage to Caldwell, Steamer to Baldwin, D. & H. Canal Co. to Fort Ticonderoga, Champ. Trans. Co. to Burlington, Central Vermont R. R. to Richford, South Eastern R. R. to Newport, Passumpsic R. R. to Sherbrooke, Grand Trunk R. R. to Quebec, and thence by Steamer to Liverpool	<div>£27 0 0</div> <div>30 0 0</div> <div>or 35 0 0</div>
16	—	To Baltimore, Rail to Philadelphia, Bethlehem, Waverley, Niagara Falls, Lewistown, Toronto, Prescott, Ottawa, Montreal, Quebec, and thence by Steamer to Liverpool	<div>£28 2 0</div> <div>31 2 0</div> <div>or 36 2 0</div>
17	—	To Baltimore, Rail to Philadelphia, Penn. R. R. to Pittsburg, Pitts. Fort Wayne, and C. R. R. to Chicago, thence to Detroit, Buffalo, Niagara Falls, Toronto, Kingston, Prescott, Montreal, Quebec, and thence by Steamer to Liverpool.....	<div>£31 5 0</div> <div>34 5 0</div> <div>or 39 5 0</div>





HALIFAX, N.S., FROM GEORGE'S ISLAND.

OUT via BALTIMORE and RETURN via QUEBEC.

Route Number.	R.R. Form of Ticket.	ROUTE.	FARES.
18	4364	To Baltimore, Rail to Philadelphia, New York, N. Y., N. H., and H. R. R. to New Haven, Springfield, Boston and Albany R. R. to Boston, Eastern R. R. to Portland, Grand Trunk R. R. to Quebec, and thence by Steamer to Liverpool.....	£26 15 0 29 15 0 or 34 15 0
19	4366	To Baltimore, Rail to Philadelphia, New York, N. Y., N. H., and H. R. R., to New Haven, Springfield, Boston and Albany R. R. to Boston, Eastern R. R. to Portland, Portland and Ogdensburg R. R. to Fabyans, Boston, Conn. and Montreal R. R. to Base of Mount Washington, Mount Washington R. R. to Summit of Mount Washington, Stage to Glen House, Gorham, Grand Trunk R. R. to Quebec, and thence by Steamer to Liverpool }	£29 0 0 32 0 0 or 37 0 0
20	—	To Baltimore, thence per Northern Central R. R. to Harrisburg, Williamsport, Elmira, Watkins Glen, Niagara Falls, Lewistown, Toronto, Royal Mail Steamers or Grand Trunk Railway to Quebec, and thence by Steamer to Liverpool.....	£27 3 0 30 3 0 or 35 3 0
21	21	To Baltimore, Harrisburg, Williamsport, Elmira, Watkins Glen, Niagara Falls, Lewiston, Toronto, Prescott, Ottawa, Montreal, Quebec, and thence by Steamer to Liverpool }	£28 0 0 31 0 0 or 36 0 0
22	—	To Baltimore, Washington, Chicago, Detroit, Buffalo, Niagara Falls, Toronto, Kingston, Prescott, Montreal, Quebec, and thence by Steamer to Liverpool.....	£30 10 0 33 10 0 or 38 10 0
23	—	To Baltimore, Washington, Cincinnati, Indianapolis, Chicago, Detroit, Buffalo, Niagara Falls, Toronto, Kingston, Prescott, Montreal, Quebec, and thence by Steamer to Liverpool	£31 10 0 34 10 0 or 39 10 0
24	—	To Baltimore, Washington, Cincinnati, Louisville, Mammoth Cave, Louisville, Indianapolis, Chicago, Detroit, Buffalo, Niagara Falls, Toronto, Kingston, Prescott, Montreal, Quebec, and thence by Steamer to Liverpool.....	£34 10 0 37 10 0 or 42 10 0
25	—	To Baltimore, Washington, Cincinnati, Louisville, Mammoth Cave, Louisville, St. Louis, Chicago, Detroit, Buffalo, Niagara Falls, Toronto, Kingston, Prescott, Montreal, Quebec, and thence by Steamer to Liverpool }	£34 15 0 37 15 0 or 42 15 0

INFORMATION FOR TOURISTS

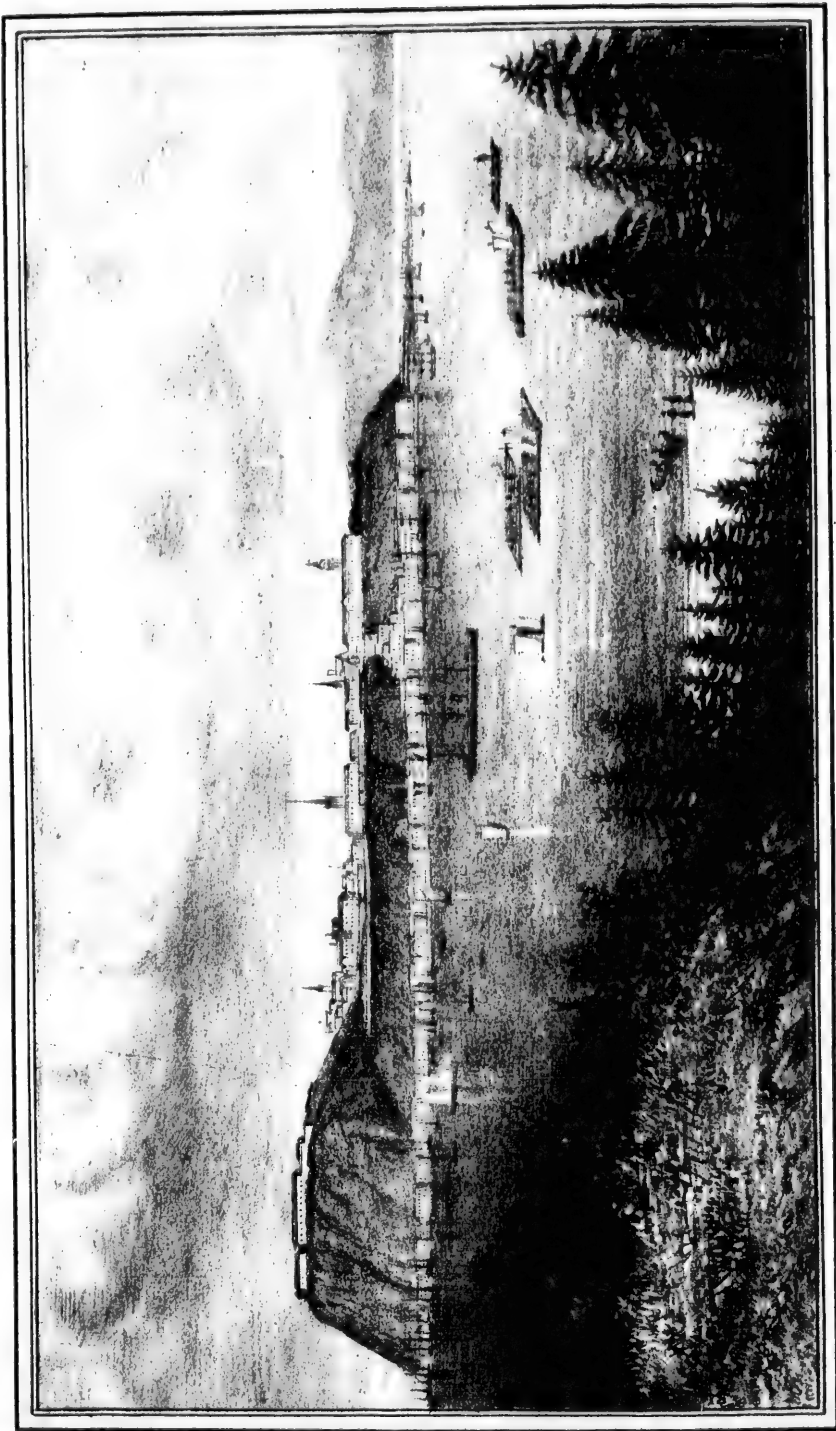
TO THE

UNITED STATES AND CANADA.

THE foregoing routes are specially arranged for the use of tourists and travellers who visit the United States and Canada for the purpose of seeing the principal cities and some of the finest or most characteristic scenery. A little information as to some of the places to be visited on the way may here be found acceptable.

July and August are the fashionable tourist months in the United States, but they are by no means the most favourable months during which to travel. September is believed to offer most attractions in the north, while Autumn or Spring (May) are the best seasons for California.

Generally speaking, hotel expenses in the United States and Canada are not in excess of what is charged in England, whilst the railway fares are much less. There are two classes of hotels in the United States, viz., those kept on the European plan, and those on the American plan. Hotels on the American plan are boarding-houses; the traveller is provided with a bedroom, has the use of the public rooms of the hotel, and takes his meals in the dining-room. These meals usually consist of breakfast (between seven and eleven), luncheon (between twelve and one), dinner (between four and seven), and supper (between eight and eleven). At each of these meals the traveller may select from the bill of fare any dishes he likes. No charge is made for lights or attendance. The usual charges at first-rate hotels of this kind are 3 to 5 dollars.



QUEBEC.

First-class railway tickets are available without limit as to time. As a rule there is only one class, but on many lines 1st, 2nd, and 3rd (or emigrant) tickets are issued, as in Europe. The holder of a first-class ticket is entitled to travel by express trains; he may break his journey as he pleases, and is admitted (on extra payment) to the parlour or sleeping cars. Second-class passengers may travel by express, but their tickets are limited as to the time within which they may be used, and they are not admitted to parlour cars. Dining-room cars are attached to many trains (charge for dinner usually 75 cents). "Eating stations" are met with at suitable intervals. Baggage—100 lbs. are always allowed free, and no charge is made for checking or storing. On handing over the baggage to the baggage master at the "depôt" (or station) he attaches a brass check to it and presents a duplicate check to the owner. It is returned only on presentation of this check. A baggage agent generally collects these checks on the train, and on payment of a small fee undertakes to forward the baggage to any part of the town. Omnibuses (50 c.) generally await the arrival of each train to convey passengers to the hotels.

QUEBEC is the oldest city in the Dominion. It was founded in 1608, by Champlain, and captured by General Wolfe in 1759. It consists of a Lower Town (the principal place of business, with Exchange, Post Office, &c.) and an upper town, strongly fortified. The first walk should be to the Citadel, on Cape Diamond, considered to be impregnable. From it can be seen the monument on Abraham Plains, erected in honour of Wolfe and Montcalm.

A visit should be paid to the Montmorenci Falls, 9 miles from Quebec (fall 250 feet), and to the "Natural Steps," three-quarters of a mile above them.

There are two lines of Railway to Montreal, viz., the Grand Trunk Railway on the south side, and the North Shore Railway on the north side of the St. Lawrence, and a magnificent service of Passenger Steamers plies on the river daily.

EXCURSION TO THE SAGUENAY.—The steamer leaves Quebec in the morning. Below Orleans Island, the St. Lawrence is never less than 10 miles wide, and its water salt. At Grosse Isle (24 miles) is quarantine station for immigrants. Then follow Crane, Goose, and other islands. Steamer stops first at Murray Bay (Malbaie, 90 miles) and then crosses over to Rivière du Loup or Fraserville, where she remains during the night, the passengers sleeping on board.

Early in the morning she crosses over to Tadousac (20 miles), at the mouth of Saguenay, and proceeds for 60 miles up that remarkable river, which runs through a cleft in the rocks, with walls rising on either side perpendicularly to a height of 1500 feet. Among the remarkable precipices pointed out are Cape Eternity, Trinity Rock, and Statue Point. At Ha Ha Bay the steamer stops and then returns to Rivière du Loup, which is reached in the evening. Visit the Waterfall, one mile from village. The journey from Rivière du Loup to Quebec or Montreal can be performed by Rail.

MONTREAL, the principal city of the Dominion of Canada, is situated on an island of the St. Lawrence, at the mouth of the Ottawa. The name of the Indian village which stood on its site was Hochelaga, and the first European settlers arrived there in 1542. A majority of the inhabitants are of French descent and Roman Catholics. Mount Royal lies at the back of the town, and fine quays line its river front. A magnificent railway bridge, named in honour of Queen Victoria, and 9194 feet in length, crosses the St. Lawrence.

The following are objects of interest :—St. Paul's-street, the chief business thoroughfare, on the river (Custom-house); Exchange, in Sacrament-street; Victoria-square (St. Patrick's Hall); Charles-street (Post-office); Place d'Armes (Cathedral Notre Dame, with two towers, each 220 feet high, Seminary of St. Sulpice, several banks); Notre Dame-street (Court-house); Bonsecour's Market (ascend the dome); Champs de Mars (Geological Museum); Christ Church (Protestant), with a spire 220 feet high; St. Andrew's Church, a miniature copy

of Salisbury Cathedral ; New Catholic Cathedral and Hospital, in Dorchester-street. Drive round Mount Royal, past McGill's College and Mount Royal Cemetery.

MONTREAL TO OTTAWA.—By rail direct or by water and rail. For latter route, proceed from Bonaventure-street Station, by rail, to Lachine (10 miles), an old village, the old headquarters of the Hudson's Bay Company. Steamer up Lake St. Louis, an enlargement of the St. Lawrence, past St. Ann's, and through the bridge of the Grand Trunk Railway, up the Ottawa and through Two-Mountain Lake, to Carillon, at the foot of the lower rapids (50 miles).—Here leave the steamer and proceed by rail to Grenville (12 miles), where another steamer awaits. Steamer up the river to Ottawa (50 miles) through a densely-wooded country, and past L'Original and Buckingham.

OTTAWA, the new capital of the Dominion, occupies a most picturesque position on the Ottawa river, which forms the Chaudière Falls, and is spanned by a suspension bridge. High on Barrack Hill, the new Parliament House, Government Offices, and the Queen's Printing House, most imposing blocks of buildings in the Gothic style, very different from the Capitols of American cities. Observe the lumber "shoots" on the river.

OTTAWA TO KINGSTON.—Rail 113 miles. After a ride of three hours you reach Prescott, on the St. Lawrence (54 miles), then follow the left bank of that river as far as Kingston, where it debouches from Lake Ontario. Kingston, the old capital of Canada, was founded in 1783, on the site of Fort Frontenac of the French. It is fortified.

KINGSTON TO MONTREAL.—By the St. Lawrence. 170 miles in about 10 hours. The boat starts about four in the morning, passing through the Thousand Islands (actually about 1800), which extend for a distance of 40 miles. You then reach Prescott, and the American town of Ogdensburg, nearly opposite. Below these towns Albert Bridge spans the river. It is 15,500 feet in length, and cost £800,000 to build. Then begins the most interesting and exciting part of this journey, viz., "Shooting the Rapids," a feat first attempted

in 1840, after the course taken by lumber-rafts had been watched. The rapids are avoided by canals, but these are used only by vessels going up the stream. The rapids known as the Gallopes are encountered first ; the Long Sault Rapids are the longest ; but the Lachine Rapids, which are reached after having crossed the Lake of St. Louis, close to Montreal, are the most formidable of all.

SHOOTING THE RAPIDS OF THE ST. LAWRENCE.

MR. WM. MORRIS, Author of *Letters sent Home, Canada and the United States*, writes as follows :—

“ My object in returning to Montreal was that I might go from thence, by the Grand Trunk, to Brockville, and, taking one of the river boats there, make the journey of the river from above the first Rapid to below the last one ; closing the trip by sailing under the Victoria Bridge at Montreal. It was now some eighteen days since I first set foot in Montreal. Since then I had travelled some thousands of miles over the North American continent, and I had seen many strange and wonderful sights. But I found Montreal quite as *taking* on my second as on my first visit. Its fine streets and noble buildings were as attractive as ever. Some of my fellow voyagers by the *Moravian* were still hanging about the hotels, but the majority of them had gone on into the country. On going to the Allan office, I found that the *Circassian* left Quebec for Liverpool on Saturday morning at 10, and that there was only just time for me to get to Brockville, and, taking the boat in the morning, return to Montreal by the evening, and then catch the *Circassian* by the Mail train by the Grand Trunk Railway. Indeed, the time was so close that I was strongly recommended to give up the idea of shooting the more distant Rapids, and to confine myself to doing the Lachine Rapid, which is situate only a few miles from Montreal. But I was too much bent on doing the whole of the river journey to be dissuaded from my project. So, after renewing my acquaintance with the Cathedral and several other places of interest, and having sent my baggage on to Quebec, I started for Brockville, which place I reached late at night.

What can I say of the river journey from Brockville to Montreal? I know not how to describe it. There is little or no difficulty in describing many things one meets with, both home and abroad, for the simple reason that little more is required than the reproduction before the mind's eye of some object which has been actually seen by the bodily eye of those for whom the account or description is intended. Along the banks of the river I saw some Indians and their wigwams. In England, we have a marauding people, called gipsies, who live, or did live, some years ago, before county policemen were so common, and highway boards were thought of, under canvas tents, along the sides of our country lanes and bye-ways. The Indian wigwam is higher and more conical in shape than the gipsy's tent, but otherwise very like it. The Indian has broader shoulders, is of a more *squat* build, is less lithe in his movements, and more dreamy and indolent in his looks than the gipsy. He has a piercing eye—the eye of the hunter, but his brown and shaggy unkempt hair drops down from his head in straight lines. When I tell you that with these and sundry other little differences, the North American Indian is very like the English gipsy, I think you may form some idea of what an Indian and his wigwam are like. I saw wild fowl on the lake, and I have ate of trout and salmon from the Canadian rivers and lakes. I tell you the colour of the feathers of the fowl, and the taste of the flesh of the fish, and you at once know as much about the whole matter as I myself do. But how am I to tell you of the appearance of the River St. Lawrence and its lakes on a fine day? Around the head of Christ we place a nimbus, and we feel at once what it means, and know that it expresses more than any mere combination of letters could express. But we cannot understand an English summer's day enclosed within a circle of glory. A French writer once referred to November as the month in which Englishmen hung and drowned themselves. We want no one to interpret the meaning of that saying. Since I first set foot on Canadian soil, I have noticed the sky overhead to be of one clear colour, without a speck of cloud upon it: It was so this morning. I have seen the water of the lakes look

so pure, that it glistened like a mirror : It was so this morning. And so clear that you could look twenty or thirty feet down through it. And the air so invigorating, and yet so soft, that you could feel it bracing you up, until you felt you could snort like a war-horse : It was so this morning when I stepped on board the river boat, and proceeded down the stream to "shoot the rapids." It was so until close upon the time of my returning a second time to Montreal, when the night set in with singular abruptness, clothing all things in darkness.

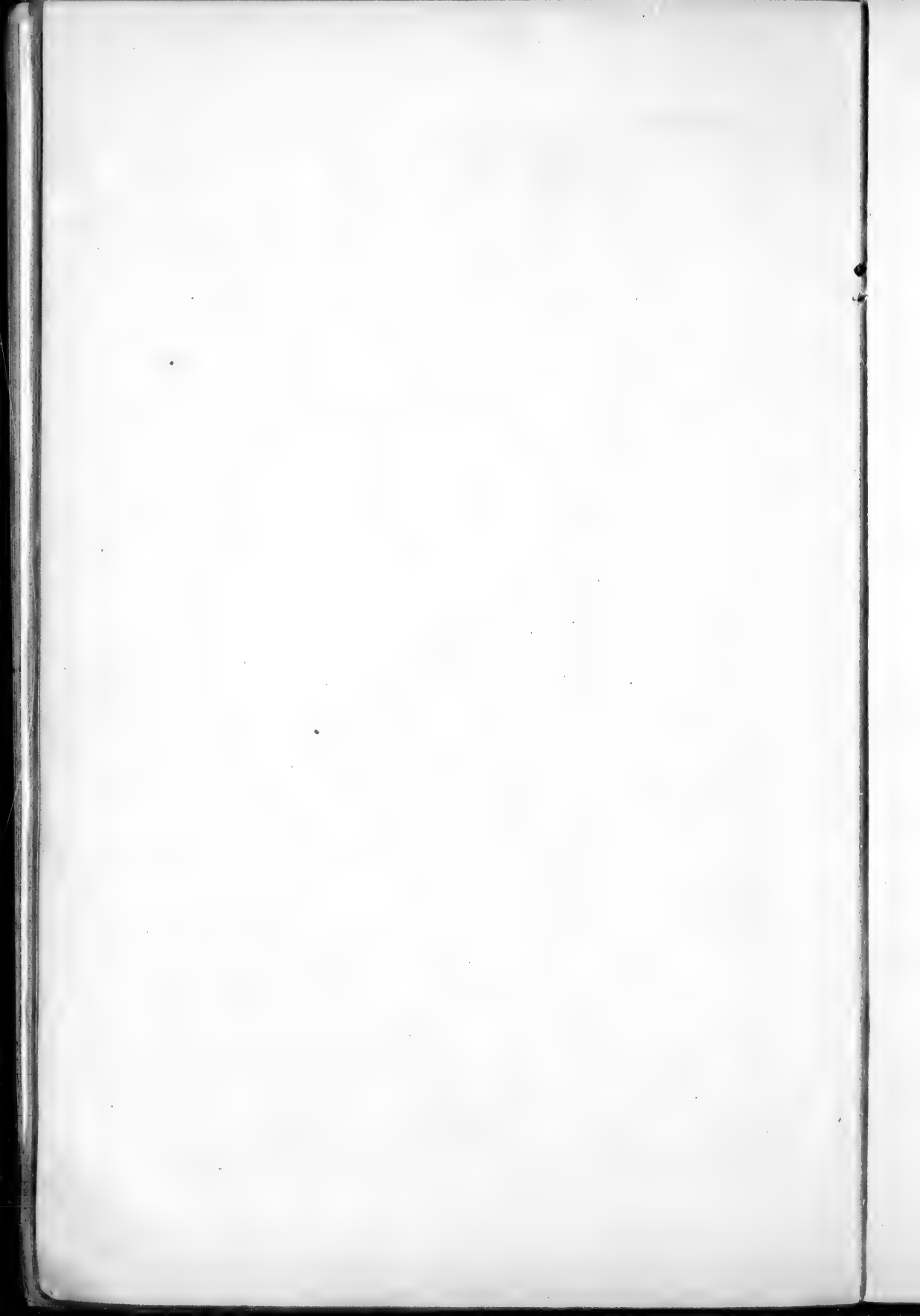
"The boat was crowded in every part. There was a regular motley company on board. The judge and his family, the lawyer, the merchant, and the man of business, the shopman and the artizan, many of them with their wives and children were there. The excursion season had now set in, and day after day, I was told, railway cars and steamboats were crowded to their utmost capacity with pleasure seekers and tourists doing the "All Round Route." There were some on board who were doing the journey that they might gratify those feelings which lay deepest in them, and made them what they were to themselves, as their outward acts made them what they were to others. There were those who were doing the journey because it was the thing to do it, and because others did it. It was a mercy that there were some of all sorts on board, for had they been all lovers of nature—if all could have drunk in the great and matchless lesson of that journey, the saloons would have remained empty, and the fore part of the boat would have become so inconveniently crowded as to occasion serious inconvenience, if not danger. Let us understand our position. The distance by rail from Brockville to Montreal is 125 miles, and by river about 140. Between the two points, looking upon the river in its ordinary course, it would be difficult, if not impossible, to tell in which direction the river ran, so quiet and placid is its surface. But between these two points there is an actual descent of two hundred and twenty-one feet nine inches ; not distributed over the whole distance of 140 miles, but confined actually within a distance of 41 miles, situate at eight different points

between the two extreme ones. For instance, about 20 miles below Brockville we reach a point where, in a distance of two miles, the river descends eight feet. And here we have the first Rapid, known as the Gallopes Rapid. Steamers and other vessels shoot down this Rapid, and indeed down all of them, right on to Montreal. But no power under the control of man can send them up the Rapid. To get over this difficulty, canals are cut alongside the river's bank, taking in the extreme length of the Rapid, and, being furnished with the necessary locks, raise the vessel to the required height to send it out free and unfettered above the head of the Rapid, which it is thus enabled to escape. These canals, which range in length from three quarters of a mile to eleven miles and a-half, are marvels both of engineering skill and commercial enterprise. By their means, the whole course of the river St. Lawrence is rendered navigable, both to and fro. The boundary line parting Canada from the United States runs up the centre of the river St. Lawrence from Cornwall, 67 miles above Montreal, and right through all the great lakes to the North-western shore of Lake Superior. The canals being on the Canadian side of the river, has had the effect, I am told, of causing some amount of international disputes and jealousy. I need hardly add that where the Rapids are, there the river is partially blocked up by huge rocks, the tops of which sometimes reach to within a few feet of the surface of the river, troubling the water very much, causing it to hiss, and boil, and dash about, and leap, and dance like mad, to add to the grim grandeur of the scene. To guide the vessel as it follows its downward course over the Rapid, between the rocks in safety, demands an actual knowledge of every foot in the river's course on the part of the helmsman, and even when the vessel is in the hands of such a person, the danger is sufficient to create intense excitement, if not some little anxiety. The first four Rapids we reached and passed were unimportant, and excited but little interest, the most considerable of them being only four miles long, with a fall of eleven feet six inches. But at length, after we had journeyed about fifty miles, we neared Long Sault Rapid,

which extends for eleven and a-half miles, with a fall of forty-eight feet. Steam was kept on till the boat had reached the head of the Rapid, when it was shut off, and being directed into its proper course, was carried along by the force of the rushing waters, as a straw would be carried down a gutter stream after a thunder-storm, the men at the helm, of course, keeping it in its proper course. But still there seemed a something wanting. It was quite clear that many of those who were Shooting the Rapids for the first time, were somewhat disappointed, whilst others seemed to know that there was more to come yet. In the Long Sault Rapid there are many islands, some of them from one to two miles in length, by from fifty to a hundred yards wide. These were under cultivation, and had cattle grazing on them, and looked very picturesque. Other islands were mere rocks or resorts for wild fowl. On other islands which we passed we very frequently noticed fishing parties, who were evidently making a jolly time of it; living in tents, and cooking and eating their fish and game on the spot. Perhaps the most striking feature in the Long Sault Rapid was to watch for the boat's passing the extreme points of the islands, and, bringing the eye suddenly upon the boiling surge of the troubled waters as they eddied past, seeing what our position really was. From Cornwall, at the foot of Long Sault Rapid, we went on a further distance of thirty miles, to Coteau-du-Lac, which brought us to the head of the Cedars, Split Rock, and Cascade Rapids. We first knew of something unusual being at hand by the steam being shut off, and the lazy way in which the boat moved along over the glistening and unruffled waters. Up on the pilot-house, a couple of storeys above where I was standing in the prow of the vessel, several men were very busily engaged, and the creaking and straining of ropes and chains could be heard all over the boat. Looking back, along the sides of the boat, on to the lake beyond, the eye rested on a scene of what, without profanity, may be called heavenly grandeur. There was not a breath of air, nor a ripple on the water to break its silvered face, nor a cloud in the heavens to shut out the glorious blue sky; the banks of the river, and



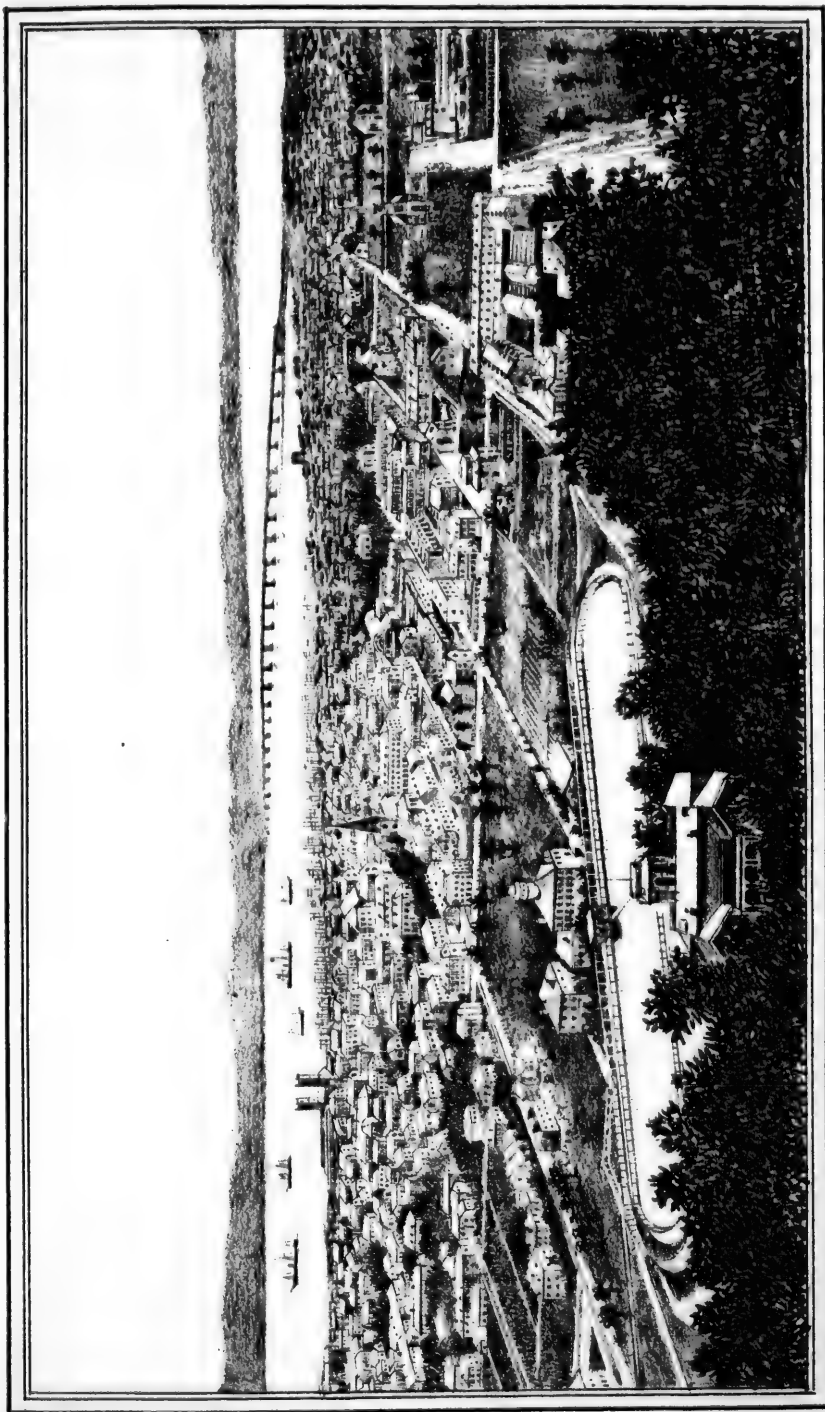
SHOOTING LACHINE RAPIDS, 1878.



the islands near, were decked with trees, clothed in their richest foliage, the cedars and the pines, with their many hues and shades of green forming a border line around both heaven and earth. It was a scene that made one feel as though standing in abject nakedness before the throne of the Lord of Creation. To stand there was to be like the sparrow spell-bound and fascinated under the eye of the hawk. When, in an instant, without a moment's warning, the deck of the boat seemed to fall from under my feet, the prow of the boat seemed as though diving down into an abyss, the stern rising fairly out of the water. I could feel that the breath of every soul around me was suspended. The boat was diving down with almost lightning speed, and big tears were to be seen trickling down many a sunburnt face. I felt that the tears had burst from my own eyes, through the sheer excitement of the moment. The engines were still, but I could hear the breathing of the men at the rudder and the wheel, as they did their work in the pilot-house above. We were now fairly on the series of rapids known as the Cedars and the Coteau-du-Lac. Looking over the bulwarks of the boat, nothing was to be seen but the boiling, dancing surge; over the top of which the boat was gliding like a bird. This continued for nearly half-an-hour, the distance traversed being a little over eleven miles, the total fall in the level in that distance being eighty-two feet six inches. But this fall is not gradual all the way; it, in fact, is very irregular. Sometimes it was sufficiently steep to shoot the boat along like an arrow, and, at other times, eddying currents would seem to hold, and check, and play with it in its course. When the speed was the fastest, the danger was greatest, for at such times, on looking over the bulwarks, the heads of the rocks, which were baying the water back above, were clearly to be seen, and frequently appeared to be only a foot or two under the water. At the bottom of the rapids, the Ottawa river enters the St. Lawrence, the difference in the colour of the two waters being so marked that even after they have fairly met, you might see them running along side by side for several miles, until they become mixed with each other. About fifty miles from this

point up the river is situate the capital of United Canada. Formerly, when Canada was divided into two provinces, a line down the river Ottawa marked the boundary between Upper and Lower Canada. St. Ann's Rapids, which are slightly out of the course of the St. Lawrence, on the Ottawa river, is the scene of Tom Moore's well-known 'Canadian Boat Song.'

"At length we neared the Lachine Rapids, the last of the series, situate 16 miles above Montreal. Opposite the village of Lachine, on the south side of the river, there is another village, called Caughnawaga, inhabited by Indians. A somewhat celebrated and well-known Indian lives at this village. When approaching the village our boat drew up somewhat towards the shore, and the steam being shut off we came to a pause in our course. Looking out to see the cause of this, I could see a frail bark, two men being seated in it, one of them using a long paddle, which he dipped into the water alternately on either side, making towards us. This man was the old Indian pilot, named Baptiste, who for over 40 years had piloted the vessels of the Canadian Navigation Company down the Lachine Rapids. He is now over 60 years of age, but still possesses wonderful agility and power. It was quite a sight to see him paddling his canoe across the stream, and when he seized hold of and climbed up the rope let down the side of the vessel, and jumped on deck, we gave him a hearty cheer. Directly he had taken his place in the pilot-house, steam was again put on, and we shortly after commenced the descent. These Rapids are not so long as some of the others we had passed down, but they are counted far more dangerous and difficult to navigate. And this I could easily understand when I saw the boat being turned, and, as it were, twisted, about in various directions, whilst going its downward course. There was, in fact, a regular dodging of the rocks which lay embedded in the river, and the tops of which were clearly to be seen from the deck. Several times it appeared as though nothing could save us from going on to a rock but slightly in front of us, but in an instant the vessel's course was turned aside, and we passed it in safety.



MONTREAL.

"In due course the Victoria Bridge came in view. And then we passed under it, and then for the third time I found myself at Montreal. But my time here was to be shorter now even than on either of the previous occasions, for in an hour or so the mail train was to leave for Quebec, carrying the English mail, and by that train it was necessary I should travel in order to catch the *Circassian*, on board of which I had secured a berth for the homeward voyage across the Atlantic."

MONTREAL TO LAKE CHAMPLAIN, LAKE GEORGE, AND NEW YORK.

MONTREAL TO ROUSE'S POINT (49 miles in 2½ hours). Across Victoria Bridge. At St. John's (27 miles) you reach the Richelieu river, which follow upwards, as far as Rouse's Point, where it issues from Lake Champlain.

LAKE CHAMPLAIN is no less than 180 miles in length, and varies in breadth from 1 to 10 miles. On the east it is bounded by the green hills of Vermont, on the west by the Adirondack wilderness, rising in Mount Marcy to a height of 5467 feet, and holding out great inducements to the sportsman and pedestrian. This fine sheet of water is navigated as far as Ticonderoga (106 miles). At Plattsburg, the first halting place, was fought the battle of Lake Champlain, on sea and land, 1814. Port Kent is one of the landing places for visitors to Adirondacks. Burlington, opposite, is the seat of Vermont University. At Ticonderoga, where the steamer is left, may still be seen the ruins of a fort, one of the first places captured during the revolutionary war.

A stage branch line runs from here, past the falls of the Horicon to Lake George (3 miles).

LAKE GEORGE is smaller than Lake Champlain, but superior to it, if possible, in natural beauty. The steamer sails the entire length (36 miles) to Caldwell, a village where the traveller may remain for the night.

CALDWELL TO SARATOGA (31 miles). By a picturesque stage-road to Glensfalls, on the River Hudson; thence by rail in an hour to Saratoga, perhaps the most fashionable spa in

America, its ordinary population of 8000 souls rising sometimes to 30,000 during the season (July and August). Saratoga offers nothing except an opera house, ball-rooms, and others places of amusement, for although the Adirondacks are within a short distance (Luzerne or Hadley, near a charming little lake can be reached in an hour's ride by rail), the immediate vicinity of the place is void of interest.

SARATOGA TO TROY (32 miles in one hour by rail). Latter part of ride delightful, the line passing down the Hudson river, which it crosses near the mouth of the Mohawk and the Cohoes Falls.

TROY, a city of 50,000 inhabitants, occupies an alluvial plain on the left bank of the Hudson, overlooked by cliffs. The suburb of West Troy is opposite. Mount Olympus (200 feet in height) to the north of the town, and Mount Ida to the west of it, should be ascended.

From Troy by rail to Albany (every hour), or cross over to West Troy (where there is a United States Arsenal), and travel thence by horse-car to Albany (6 miles) every 15 minutes.

ALBANY, 70,000 inhabitants, was founded by the Dutch, in 1614, and was known up to 1664 as Willemstadt. Since 1798 it is the capital of New York State. The Erie Canal terminates here.

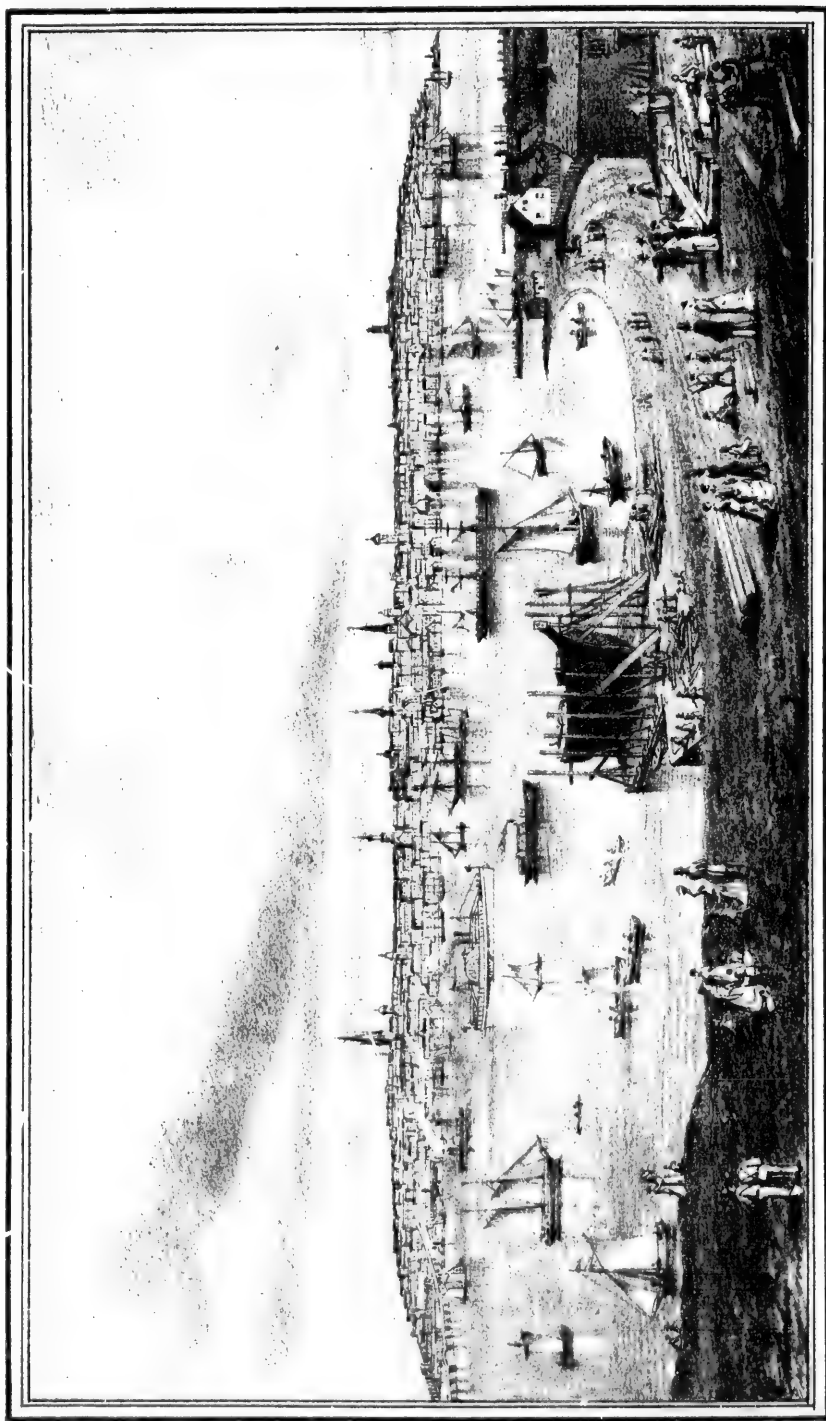
New York can be reached from Albany by rail (143 miles) in four hours.

CATSKILL MOUNTAINS.—48 miles in about five hours, to the Mountain House. Start early.

ALBANY TO CATSKILL.—37 miles, rail, in $1\frac{1}{4}$ hours. The line follows the left bank of the Hudson. The only town of importance is Hudson, 13,000 inhabitants (33 miles). Athens is opposite. At Catskill Station, cross by ferry.

The Catskill Mountains form part of the Appalachian mountain system, and attain a height of nearly 4000 feet. A stage runs from Catskill-landing to the Mountain House (three hours), whence there is a magnificent view of Hudson Valley, with the mountains of New England rising beyond it.

DOWN THE HUDSON TO NEW YORK.—123 miles in about nine hours. The Hudson river was discovered by Henry



PORTLAND, MAINE, U.S.

Hudson in 1608, and its scenery rivals that of the Rhine, and in some respects surpasses it. It is the first river, too, which was navigated by a steamer (Fulton, 1807).

CATSKILL MOUNTAIN HOUSE TO CATSKILL-LANDING.—12 miles by stage in about two hours. The boat passes about 11 A.M.

DOWN THE HUDSON TO NEW YORK.—111 miles in 6½ hours. The upper part of the Hudson, as far as Newburg and Fishkill-landing (51 miles) is distinguished by loveliness rather than by grandeur. The principal places passed thus far are Rhinebeck-landing (21 miles), with Rondout and its cement manufactories opposite; and the important city of Poughkeepsie (36 miles), 22,000 inhabitants, backed by Vassar Female College, on a commanding hill.

Below Fishkill is the gorge through the "Highlands," which extends to Peekskill, a distance of 17 miles. Butter Hill (1529 feet) rises on the right, Bull Hill opposite. West Point (60 miles), the famous military academy of the United States. Anthony's Nose (1128 feet) and the Dunderbury are passed beyond, and at Peekskill (68 miles), opposite to which is Caldwell-landing, you debouch upon Tappan Lake, an enlargement of the Hudson, in places four miles wide. Croton (74 miles) lies at the mouth of the Croton river, which supplies New York with an almost unlimited supply of water. Sing Sing (70 miles) is a favourite suburban residence of the New Yorkers. Then follows Tarry Town (85 miles), with its old Dutch church, attended by Washington Irving, whose residence (Sunnyside, at Irvington) is pointed out. The "Palisades," a range of cliffs of columnar basalt, rise opposite. At Hastings the river again grows narrower; and having passed Yonkers (94 miles) and the conventual school on Mount Vincent, you find yourself within the limits of the city of New York (111 miles). During the revolutionary war this part of the Hudson was defended by Fort Washington and others, all of which have disappeared without leaving a trace behind.

NEW YORK, the capital of the state of the same name, and the largest city of the American continent, occupies the larger

portion of Manhattan Island, at the mouth of Hudson River, which bounds it on the west, whilst an arm of the sea, known as East River, separates the city from Long Island. The width of these rivers nowhere exceeds a mile. Opposite to New York, on Long Island, are Brooklyn, Williamsburg, and other places which must be looked upon as suburbs of the city, and the same applies to Jersey City and Hoboken, on the western bank of the Hudson or North River.

The harbour of New York is one of the finest in the world. Its entrance, at Sandy Hook, is 18 miles from the "battery," at the southern extremity of Manhattan Island.

New York was founded in 1614, by the Dutch, who called it New Amsterdam. Its name was changed to that of New York in 1664, when it fell into the hands of the English. At that time it scarcely numbered 2000 inhabitants. It boasts now of a population of 942,377, or, including its suburbs, of 1,500,000 inhabitants.

NEW YORK TO NEWPORT (150 miles) by Fall River steamers, starting daily at 4 or 5 P.M., reaching Newport very early in the morning. The steamer passes up East River and through Hell Gate into the Long Island Sound. This first part of the journey most interesting.

NEWPORT (Rhode Island) is one of the most ancient cities of the Union (founded 1637), and up to its evacuation by the British it exceeded New York in commercial importance. It is now one of the most fashionable sea-side resorts.

NEWPORT TO BOSTON, 68 miles in two hours, by Old Colony and Newport Railway. You cross channel separating Rhode Island from mainland, and reach Fall River (19 miles), an important manufacturing city of Massachusetts. The line passes through a pleasant country, with numerous manufacturing towns.

Alternative Route, New York to Boston, by rail. You pass Newhaven (73 miles), the largest city of Connecticut, the seat of Yale College, one of the best known universities in the States, and the beautiful city of Hartford.

BOSTON, the capital of New England, is the most European-looking city in the United States, and may fairly

boast of its educational institutions, its refinement, and wealth. The city proper occupies a peninsula, which is connected by bridges with the suburban towns of Cambridge, Charlestown, East Boston, and South Boston. Population, 342,000 souls.

The suburbs of Boston are charming.

BOSTON to WHITE MOUNTAINS & MONTREAL.

There is the choice of two routes, one to Portland, Maine, thence by rail to Gorham; the other direct from Boston to Alton Bay and Wolfboro' or Winnipissigee Lake, thence to Conway.

MOUNT WASHINGTON, 6285 feet, is ascended from Gorham or Conway by an easy carriage road. There is an hotel at the top where travellers pass the night.

Mount Washington is the most elevated summit of the White Mountains, which cover an area of about 40 square miles, and are considered to rival the mountains of Switzerland in beauty. The descent from Mount Washington can be effected by means of a railway, similar to that of the Rigi, which takes us to White Mountain House, or by a long Bridle Path, to Crawford House, the latter deserving the preference. Crawford House (1920 feet) is close to the celebrated Willey's Notch, a narrow defile, 3 miles in length, which should be explored. If time and strength admit ascend *Mount Willey* from here. It rises to a height of 4200 feet, and commands a most wonderful view.

PROFILE HOUSE stands in the centre of the FRANCONIA MOUNTAINS, which are a portion of the White Mountains. Proceed by rail to Littleton (25 miles), passing White Mountain House and Bethlehem on the road; and thence by stage (11 miles).

Eagle Cliff and Cannon Mountains close to Hotel. Visit Echo Lake and ascend Mount Lafayette (5280 ft., bridle path).

PROFILE HOUSE TO PLYMOUTH, 24 miles (stage or carriage). The road leads through the famous Franconia Notch and down Pemigewasset river. Observe the Basin, the Famine, and Harvaad Falls. (Start to meet mail-train at Plymouth).

AT PLYMOUTH WELLS RIVER, beautifully situated on the Connecticut River, in Vermont, we change to the Connecticut and Passumpsic Railway.

WELLS RIVER TO NEWPORT is 65 miles, a charming ride. At Newport (65 miles) we reach the southern end of Memphremagog Lake.

MEMPHREMAGOG LAKE is a beautiful sheet of water, 35 miles in length, and bounded by precipitous cliffs. About midway the boundary between Vermont and the Dominion of Canada crosses it.

Prospect Hill, at the back of the village of Newport, should be ascended; then proceed by steamer to Magog, at the lower end of the lake (35 miles).

The train connects with Montreal and Quebec. The only station of any importance on the way to Montreal is St. John's, where the Richelieu River, flowing from Lake Champlain, is crossed. The St. Lawrence is crossed on the Victoria bridge.

Alternative Route: Newport to Stanstead (6 miles) by steamer. Thence by train, *via* Lennoxville and Richmond (136 miles in 7 hours). The first portion of this journey leads through a most picturesque country. This is the most direct route for Quebec.

The traveller bound from Montreal to Niagara can perform the journey all the way by rail, or he can go by the line of steamers plying on Lake Ontario as far as Hamilton, visiting Toronto on the way.

Niagara can be reached either by rail from Hamilton or by steamer across the lake from Toronto. Passengers from the States come by Buffalo or Suspension Bridge.

NIAGARA FALLS.

There are excellent hotels on the American as well as on the Canadian side of the river, the former affording the easiest access to the Goat Island and other sides, the latter the finest view of the Horseshoe Falls.

The Niagara River connects Lake Erie with Lake Ontario,

and is about 36 miles in length. About 22 miles below Buffalo, its point of egress from the former of these lakes, the river shoots over a precipice of rock, about 160 feet in height, and forms the Niagara Falls. Goat Island, in the centre of the river, divides this fall into the Horseshoe Fall (on the Canadian side) and the American Fall, the former being 1800, the latter 900 feet in width, and it has been estimated that no less than 28,000 tons of water are shot over this precipice *every second*. An elegant suspension bridge spans the river immediately below the Falls. It is 1230 feet long and 256 feet above the river. Lower down the river there is another suspension bridge, for the use of railway carriages and foot passengers.

AMERICAN SIDE.—Cross bridge to Goat Island, observing the rapids above the falls. Turn to right. Visit Luna Island and the Cave of Winds, behind the American Falls. Descend Biddle's Stairs. Cross over to the new Terrapin Tower, on Iris Islet, at the back of the Horseshoe Falls. Walk round Goat Island, crossing to the outermost of the Three Sisters' Islets, to observe the rapids.

Return over Bath Bridge. Prospect Point, close to American Falls, and pass down the inclined railway to a place behind the Falls.

CANADIAN SIDE.—Cross by ferry. Past the Museum to the old site of Table Rock. Then up the river for about a mile to the Burning Spring (flammable gas). Close by is Chippewa village (battle 1812). Down the river to the upper suspension bridge, and over it back to the American side.

If time permits, walk along right bank of river to the Whirlpools (three miles below falls), the Chasm Tower and the Devil's Hole (four miles). The column seen in the distance marks the tomb of the English General Brock, who fell here in 1812.

NIAGARA TO CHICAGO AND ST. LOUIS.

NIAGARA FALLS TO TORONTO, 43 miles in four hours. By rail to Lewiston, a small town on the American side, seven miles below the falls. Queenston, with General Brock's

monument, is opposite. Embark here on board a steamer, which makes two trips across the lake daily. At the mouth of the river (six miles from Lewiston) pass between Niagara Fort on the American and Massasauga Fort on the Canadian side. Having stopped at Niagara, a town on the Canadian side, to receive passengers which have proceeded thither direct by rail (from Clifton), the steamer strikes across the lake, and scarcely having lost sight of the land when the towers of Toronto appear in the distance.

TORONTO is the largest city in Ontario. It was founded in 1793, and now numbers 75,000 inhabitants. Its harbour is well sheltered, and it boasts of many fine buildings.

TORONTO TO DETROIT, 231 miles (by Grand Trunk Railway) in ten hours. The principal stations are Guelph (48 miles), Stratford (85 miles), and Sarnia (168 miles), the last station in Canada, at the point where the River St. Clair leaves Lake Huron. Here cross into Michigan.

DETROIT, Michigan, on the right bank of the Detroit River, which connects Lake St. Clair with Lake Erie, is one of the oldest (it was founded in 1670) and most important cities in the United States. Its population is 85,000, and both industry and trade are considerable, in which respects it differs favourably from Windsor and other places in Canada on the other side of the river. The streets in the lower part of the town cross at right angles; those in the upper radiate from the Grand Circus, like the spokes of a wheel. Many of them are exceedingly fine, and shaded by trees. The environs of the city are exceedingly attractive.

DETROIT TO CHICAGO, 284 miles. The route leads through a fine agricultural country, and through extensive forests, but there is little to attract the attention of travellers.

The site of Chicago was temporarily occupied by the early French explorers, in the 17th century, but the first permanent settlement of Europeans only dates from the year 1804, when Fort Dearborn was built, the garrison of which was massacred eight years after by the Indians. In 1830 there were only 12 houses; in 1837, when the population was 4170 souls, the place was incorporated as a city. In 1845 it

numbered 7580 inhabitants ; in 1850, 20,260 ; in 1860, 109,063 ; in 1870, 299,370, and it is now said to number more than half a million. Chicago is built on a plain gently sloping down to the shores of the lake, and intersected by the Chicago River, which divides it into three portions. Its position is an exceedingly favourable one for commerce. A canal connects it with the Illinois, and railways with all parts of the Union. It is the leading grain market of the new world, and has besides this, large dealings in lumber, in stock and pickled pork. No visitor should leave without inspecting the grain elevators on the river, the Union cattle yards, the lumber yards, and packing houses. The conflagration of 1871 destroyed 17,450 houses, rendered 98,500 persons homeless, and did damage to the extent of £38,000,000, but the city has arisen from its ashes in renewed splendour, and its wide streets and palatial edifices need not fear comparison with those of any other city of the Union.

CHICAGO TO ST. LOUIS.—The route crosses the State of Illinois, for the most part a level prairie country, offering but few attractions to a traveller in search of the picturesque.

AT ALTON (257 miles) the first sight of the mighty Mississippi is obtained, which 3 miles lower down is joined by the Missouri. The scenery about here is very fine.

EAST ST. LOUIS (280 miles) is opposite St. Louis, the river is crossed here by a magnificent bridge of three steel arches, the centre one being 520, the two others 500 feet each wide. They are supported on granite piers. The cost of this noble structure exceeded 4 million dollars.

St. Louis occupies a series of ridges on the west bank of the Mississippi river, and is the most important city of the west. It was founded in 1764, as a port of the Louisiana Fur Company, but as recently as 1830 it had only 5800 inhabitants. In 1860 the population was 160,773, in 1870, 312,963. The German element is very strong, and the Irish likewise are numerous, and have largely supplanted the negro in the hotel service. The lower parts of the city are given up to business, but at some distance from the river there are fine streets and avenues, with noble residences.

ST. LOUIS TO CINCINNATI.

ST. LOUIS TO LOUISVILLE.—304 miles in $12\frac{1}{4}$ hours by day train, in $13\frac{3}{4}$ by night train. Cincinnati is 340 miles from St. Louis ($12\frac{3}{4}$ hours' journey), and tourists who do not propose to visit the Mammoth Cave will proceed direct to that city. The route, generally speaking, leads through an unattractive prairie and forest region.

If it is proposed to visit the Mammoth Cave, the tourist should start with the first train after arrival at Louisville. He will then reach the cave in the afternoon, about 3 P.M.

On the following morning, if he is an early riser, a second visit may be paid to the cave, and starting about 9 A.M., he will be back at Louisville at 2.15 P.M., where he passes the night.

LOUISVILLE, the principal city of Kentucky, has a population of 130,000 souls, and is situated close to the rapids of the Ohio river, which are shot by steamers only when the water is high. Tobacco is the principal staple of trade at Louisville. There are also pork-packing establishments, stockyards, grain-elevators, and ironworks.

LOUISVILLE TO CAVE CITY.—85 miles, rail, in four hours, through pretty country.

THE MAMMOTH CAVE is reached from Cave City by stage, nine miles in two hours. There is a decent hotel at its mouth, where travellers can "lay over." The "Mammoth" is a stalactite cavern, similar to that of Adelsburg, and in the opinion of judges who have visited both, it is inferior to it. The Americans, however, look upon it as one of the wonders of the world. It extends for nine miles or more into the bowels of the earth, has its underground lakes and rivers, with eyeless fish, and passages about 200 miles in length. It can be explored only accompanied by guides, who carry oil-lamps or torches. There is a long route and a short route, the former extending over 18, the latter over 12, miles of ground. The long route alone leads to some of the great sights, amongst which are the Audubon Avenue, the Gothic Chapel, the Star Chamber, the Bottomless Pit, the Dead Sea, the Pass el Ghor,

the River Styx, Lake Lethe (crossed in boats), and Echo River, which finds its way by subterranean passages into Green River.

LOUISVILLE TO CINCINNATI.—110 miles (Louisville, Cincinnati, and Lexicon Railway) in $4\frac{1}{2}$ hours. The route is not particularly interesting.

CINCINNATI.—Cincinnati occupies two terraces on the northern bank of the Ohio, which slopes upwards to the base of the hills. Its river frontage is no less than ten miles in length. The city was founded in 1789, on the site of Fort Washington, but it only increased rapidly in population after the Miami Canal, which divides it into two divisions, had been constructed (1830). In 1840, the population numbered 46,383, in 1870, 216,000 souls, amongst whom were 50,000 natives of Germany. Cincinnati is one of the principal commercial emporiums and manufacturing towns of the West.

A suspension bridge, 2252 feet in length (central span 1057 feet), connects the city with Covington, on the Kentucky side of the Ohio. It was constructed by J. A. Roebling, the engineer of the Niagara bridge. Another bridge spans the Ohio higher up.

Visit Mount Auburn (with numerous villas) and Spring Grove Cemetery, by cars. The latter lies three miles to the north-west of the city, in the Mill Creek Valley, and may be reached also by rail (depôt in Fifth-street).

CINCINNATI TO BALTIMORE.

597 miles (by Mariette and Cincinnati and Ohio and Baltimore Railways) in $23\frac{1}{2}$ to 24 hours.

The scenery between Grafton and Baltimore is amongst the most picturesque to be met with in the United States, and this part of the route should under any circumstances be travelled by daylight.

You should therefore start from Cincinnati by night train, reaching Grafton, at the western foot of the Alleghanies, at 12.50 P.M. in the afternoon. Having enjoyed a good night's rest in a sleeping car, the journey and scenery can be enjoyed. At Harper's Ferry, which is reached about eight in

the evening, remain for the night. On the following afternoon, about 2 P.M., resume your journey, and you will arrive at 5.35 in the evening.

CINCINNATI TO GRAFTON, 309 miles in twelve hours. From Cincinnati to Belpre the route lies through southern Ohio, which, though not devoid of beauty, would hardly repay the tourist for losing a night to see it. At Loveland (26 miles) cross the Little Miami River; at Chillicothe (99 miles), the Scioto, which is bounded here by beautiful hills.

On reaching Belpre (194 miles), on the Ohio river, the sleepers should rouse themselves. The bridge here is 7042 feet in length, including the approaches, with two spans 350 feet wide each, and 47 others, and it was built within a space of 18 months! On the other side of the river is Parkersburg, at the mouth of the Little Kanawha, in West Virginia. Petroleum is in the neighbourhood, as well as coal. Petroleum (217 miles) is the very centre of the oil region. At Clarksburg (277 miles) cross the Monongahela River, and, before reaching Grafton (300 miles), the Tygart's Valley River. It is here the fine scenery begins.

GRAFTON TO HARPER'S FERRY, 199 miles in 7½ hours. Take your seat on the left, up the Three Fork and Raccoon Creeks to Newburg (13 miles), and then through a most difficult country, where the route now crosses ravines on bold viaducts, then clings to the mountain sides or passes through tunnels, to Cheat River (24 miles). The Briery Mountains rise on the left, the "backbone" of the Alleghanies is seen on the right. Follow Salt Lick Creek upwards, at first through dense woods, then through a rocky glen, with laurel shrubs, until you reach Cranberry Summit (38 miles), close to the frontier of Maryland. At Oakland (38 miles), cross the Youghoganey river, which follow upwards for a considerable distance, through the "Glades," until you reach Altamont (58 miles), the highest point of the route, 2700 feet above the sea-level. Then down the Crabtree Valley, to Piedmont (74 miles) on the north branch of the Potomac and at the eastern foot of the Alleghanies. Thenceforth follow the general direction of the Potomac river, which forms the

boundary between Virginia and Maryland, as far as Harper's Ferry, and beyond. After having passed through the gap of Dan's Mountains, descend the picturesque valley of the Potomac, having Dan's and Wills' Mountains on the left, and the Knobly Mountains on the right, as far as Cumberland (104 miles), a town of some importance, with steel rail mills and other industrial establishments. About five miles below Cumberland the route crosses to the right bank of the Potomac. Cross Patterson's Creek and reach Green Spring Run (117 miles), in a fertile alluvial plain. The south branch of the Potomac (122 miles) is crossed next, and then the Little Cacapon Creek, after which the route leaves the river some distance to the left, passing through the Paw Paw ridge and Doe Gully Tunnels, and only returning to the bank of the Potomac beyond the gap through Sidelong Hill (146 miles). Soon afterwards the great Cacapon River is crossed, and you reach St. John's Run (152 miles), a station within a couple of miles of Berkley Springs. The two next stations, Hancock (158 miles) and Cherry Run (167 miles), are both on the Potomac, but having crossed Black River (magnificent views) leave that river for awhile, and passing through a forest tract first, and a well cultivated country afterwards, reach Martinsburg (180 miles), where there are extensive railway works. It was here the Confederates destroyed 87 locomotives and 400 trucks. The country here about is open and well cultivated. At Vancievesville (185 miles) cross the Opequan ; pass Kearneyville (188 miles) much mentioned during the war, and at Duffields (193 miles) you will find yourself at the head of the Elk branch, which takes you down to the Potomac. You first behold the river through a tunnel, and soon afterwards find yourself at

HARPER'S FERRY (199 miles), at the confluence of the Shenandoah and Potomac, a prosperous place before the war, with an arsenal, which was destroyed on the approach of the Confederates in 1861.

The scenery around Harper's Ferry is very beautiful. The river is hemmed in by steep mountains, and the neighbourhood is known as the "Garden-spot of Vir-

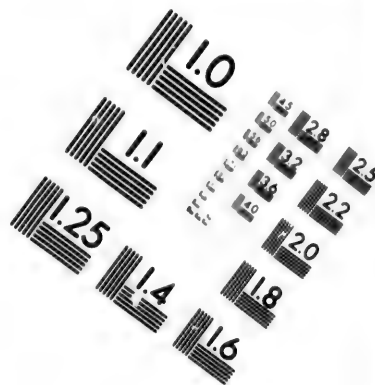
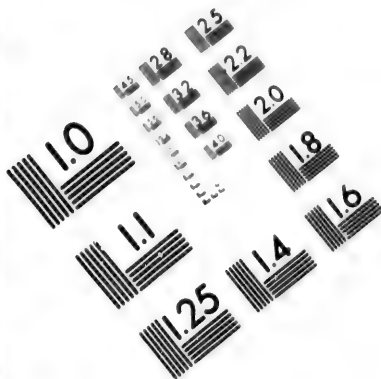
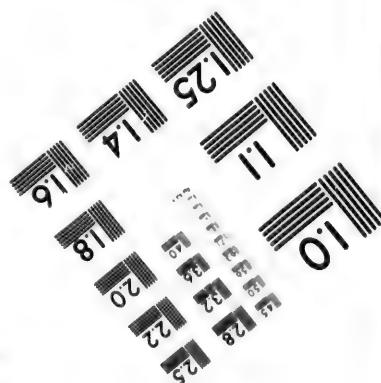
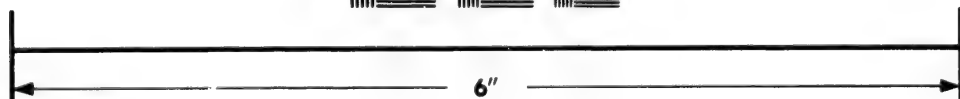
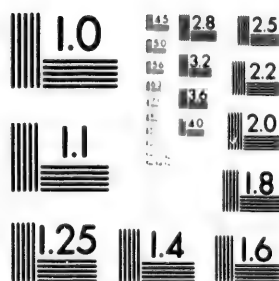


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ginia." The tourist should visit the Bolivar Heights above the town.

HARPER'S FERRY TO BALTIMORE.—89 miles in 3½ hours. As far as Point of Rocks (12 miles), at the southern termination of the Catactin Mountain, follow the left bank of the Potomac, and then follow the direction of the Monocoy Valley, which cross at Frederick's Junction (23 miles). Here defeat of General Wallace by the Confederates. You now pass through a limestone region, and then through slate hills, until you reach Mount Airy (38 miles), the summit station between the Potomac and Baltimore. You next pass down the rugged granite valley of the Patapsco, past Marriottsville (54 miles), Elysville (61 miles), and Ellicott's Mills (66 miles), to the old relay house station, now called Washington Junction (72 miles). The last bit of the railway journey is by no means the least interesting, for there are ravines, cuttings, and several viaducts, particularly that over Gwynn's Falls, close to Baltimore (89 miles).

BALTIMORE, the metropolis of Maryland, occupies an uneven piece of ground to the north of the Patapsco River, which falls into Chesapeake Bay, 14 miles below the city. It is one of the pleasantest and busiest cities of the Union, and rivals Boston and New York as a commercial emporium. Grain elevators line the harbour, and in the Canton suburb, to the east, are packing-houses, sugar refineries, sawmills, foundries, copper works, &c. The city was founded in 1729, and in 1870 numbered 267,354 inhabitants. It is called the "Monumental City," because of its two or three monuments. Charitable institutions abound.

BALTIMORE TO PHILADELPHIA.—98 miles (Philadelphia, Wilmington, and Baltimore Railway) in 3¼ hours. On leaving the station, Fort Henry, at the mouth of the harbour of Baltimore, is seen on the right.

HAVRE DE GRACE, at the mouth of the Susquehanna into Chesapeake Bay, pass Charleston (43 miles), and Elkton (52 miles), and beyond the latter cross the proverbial boundary line surveyed by Mason and Dixon, in 1762-67, which became famous as the separation between the free and

the slave states. Wilmington (70 miles), 30,000 inhabitants, on the Brandywine, a short distance above its confluence with the Delaware River, is one of the most important towns of Delaware, with flour mills and numerous manufacturing establishments. At Gray's Ferry (96 miles) cross the Schuylkill and enter the city of Philadelphia (98 miles).

PHILADELPHIA occupies a level piece of land between the Delaware and the Schuylkill, and to the west of the latter, and only in the suburbs towards the north, is the ground undulating and the scenery attractive. Most of the streets intersect each other at right angles, are narrow, and the reverse of attractive. Broad-street, running from north to south, for a length of 23 miles, and Market-street, intersecting it at right angles, divide the town into four divisions.

Philadelphia was founded by William Penn, who purchased its site from the Indians, in 1682, but the Swedes had formed a settlement here long before his arrival. The declaration of independence was signed here on the 4th of July, 1776, and this event was celebrated by a Centennial Exhibition, held in 1876. The population in 1876 was 817,448 souls, and, next to New York, Philadelphia is the largest city in the United States.

PHILADELPHIA TO NEW YORK.—87 miles, by Camden Railway, in about four hours ; or by the Pennsylvania Railway, 90 miles, in about three hours.

BALTIMORE TO WASHINGTON.—40 miles (Baltimore and Ohio Railway) in one hour. The distance between New York and Washington, 228 miles, is performed in nine hours.

WASHINGTON.

The site of this city was selected by Washington himself, and it was laid out in accordance with his plan, but in spite of the eighty years which have passed since that period only a comparatively small portion of its area has been built upon, and hence the sobriquet of "the city of magnificent distances." Pennsylvania Avenue extends from the Capitol to the President's House, a distance of a mile and a half. Broad avenues, named after the States of the Union, radiate from the two

terminal points named, and from other points. Streets running north and south are numbered ; those running east and west are designated by the letters of the alphabet.

The Capitol, by far the most important building in Washington, and the prototype of most of the Capitols met with in other cities of the Union, occupies an elevated site at the eastern extremity of Pennsylvania avenue, its main front facing east. The corner stone of this building was laid by Washington in 1793. In 1814 the new building was burnt by Admiral Cockburn, but it was restored in 1818, and two wings have been added since 1851, and the old dome has been replaced by one mainly constructed of iron. The length of the building is 751 feet, it covers an area of 1700 square yards, and its dome, surmounted by a statue of Liberty, rises to a height of 396 feet above the ground. The exterior is ornamented with sculpture.

Through a bronze door, designed by R. Rogers, and illustrating the life of Columbus, you enter the Rotunda beneath the dome. Historical paintings by American artists, and an allegorical painting by C. Brumidi, of which Washington forms the centre, cover the walls and canopy. By all means ascend to the top of the dome, from which there is a magnificent prospect.

The door on the left conducts into the Old Hall of Representatives, in which statues of celebrated Americans have been placed. The door in front leads to the Library of Congress, (300,000 vols.) and that on the right into the Supreme Court, formerly used as the meeting place of the Senate. The room beneath this court, with curious columns, contains the Law Library. The new House of Representatives is in the south wing of the building, and its strangers' gallery holds 1200 persons. The Senate Chamber occupies the other wing. Other rooms, many of them in the basement, are shown to strangers.

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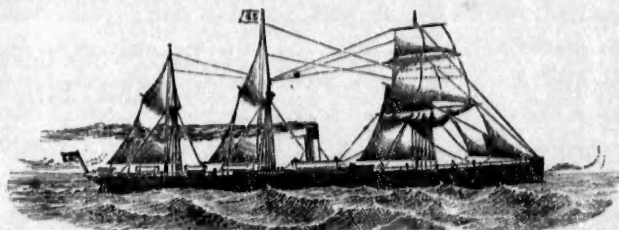
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